PATRICK PARSONS
Built environment | Engineering | Consultancy

TRANSPORT ASSESSMENT

For the development of Nutfield Green Park, A25, Redhill, Surrey

for

Nutfield Park (Developments) Ltd

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May 2021

V4.0

patrickparsons.co.uk

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PATRICK PARSONS

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1.0 Introduction

1.1 Patrick Parsons has been commissioned by Nutfield Park (Developments) Ltd to prepare a Transport Assessment to accompany an outline planning application for the proposed mixed-use development at Land to the North of A25, Nutfield Road, Nutfield, Redhill, Surrey. A Site Location Plan is included at **Appendix A.** The development will be referred to as Nutfield Green Park within this report.

1.2 Surrey County Council (SCC) is the Local Highway Authority and Tandridge District Council (TDC) is the Local Planning Authority.

1.3 The purpose of this study is to advise the Local Highway Authority, Surrey County Council, of the Transportation Impact that Nutfield Green Park could have on the local highway network.

Discussions with Surrey County Council

1.4 Patrick Parsons have liaised with Surrey County Council to agree a Study Area and Scope of the Assessment (November 2020).

Study Area

1.5 The Study Area includes the following junctions.

1. The site access junction with the A25
2. The site access junction with Nutfield Marsh Road
3. The A25/B2235 roundabout in Godstone
4. The Station roundabout in Redhill
5. Station Road/Noke Road signal junction in Redhill
6. The Godstone gyratory 'triangle'

1.6 AM and PM Peak Hour traffic counts were undertaken at these six junctions. Junctions 1-5 were modelled using Junctions 9 or LINSIG as necessary and Junction 6 was modelled using PARAMICS.

1.7 Additionally, 7-day Automatic traffic Counter surveys (ATCs) were placed at the access points on the A25 and Nutfield Marsh Road for vehicle flows and speeds.

Scope of Assessment

It was agreed that the assessment would include;

1) TRICS trip data will be required for the land uses where available and to be specific for the south east. Trips for the activity centre may have to be developed from first principles as well as for the other proposed uses if TRICS data is insufficient
2) The assessment will need to include committed development
3) The junction assessment years will have to be confirmed. This will depend upon when the development will commence, whether it is to be phased and the likely completion date. Traffic growth factors for the assessment years (year of completion and 5 years after) to be derived using TEMPRO
4) The assessment will have to include construction traffic
5) SCC will want improvements to the existing bus stops in Nutfield, eg kerb risers, new shelters
6) One of the footways along the main access road is widened to 3m to allow for an unsegregated footway/cycleway and that adequate cyclist provision is made at the access junction
7) A Travel Plan will be required for the care home

8) Travel Packs will be required for the dwellings
9) Parking/cycle parking/EV charger provision are specified in SCC's parking standards as well as Tandridge DC's standards. Provision will have to be in accordance with whichever is the higher requirement
10) SCC would like to have the access junction modelled, preliminary design and Road Safety Audited completed and agreed with SCC at the pre-planning stage to speed up their consultation during the determination process.

Planning Application

1.8 The Application is submitted in Outline but with means of access and layout submitted in detail for approval with details of the activity park including the indicative design, construction methods and subsequent use. Details relating to scale, appearance and landscaping are reserved. The new development will consist of new built development, community facilities, recreation facilities and services as shown on the Proposed Site Plan in **Appendix B**. Nutfield Park will include:

- 239 residential units
- A 70-bed rehabilitation and respite care facility
- 100 Extra Care Apartments
- 21 Staff accommodation units
- A Wellbeing Centre including the following uses:
  - A Doctors' Surgery with Pharmacy
  - A Community Diagnostic Hub
  - A Community Store / Retail Unit
  - A Creche
  - A Restaurant
  - A Café
  - An Office Hub
  - A Gymnasium
  - Event Space
  - Staff accommodation units
- An Activity Park, with walking / running trials and play areas

1.9 The remainder of this report contains the following chapters:

- **Chapter 2** considers current and relevant policies at national and local levels which underpin the development of the site from a transport and highways perspective;
- **Chapter 3** provides a description of the existing site, surrounding highway network, existing access;
- **Chapter 4** details the development proposals, proposed access, car and cycle parking strategy and servicing arrangements;
- **Chapter 5** assesses the trip generation from the proposed development and its impact on the surrounding highway network;
- **Chapter 6** details the sustainable transport accessibility in relation to the application site;
- **Chapter 7** summarises and concludes the findings of the report.

2.0 Planning Policy Review

2.1 This chapter provides an overview of national and local policies for land use and transport that are relevant to the proposed development. These are:

- National Planning Policy Framework (July 2019)
- Surrey Local Transport Plan 3 (January 2017);
- Surrey Waste Local Plan (December 2020);
- Tandridge District Core Strategy (October 2008)
- Tandridge Local Plan Part 2: Detailed Policies 2014 – 2019 (July 2014).

National Planning Policy Framework (NPPF) (July 2019)

2.2 The revised National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

2.3 With regards to Promoting Sustainable Transport NPPF states:

Para 102

2.4 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Para 103

2.5 The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Para 104

2.6 Planning policies should;

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
e) provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

Para 105

2.7 If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;
b) the type, mix and use of development;
c) the availability of and opportunities for public transport;
d) local car ownership levels; and
e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Para 106

2.8 Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Para 108

2.9 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Para 109

2.10 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 110

2.11 Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
d) allow for the efficient delivery of goods, and access by service and emergency vehicles;
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

Para 111

2.12 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Surrey Local Transport Plan (January 2017)

2.13 This Local Transport Plan is the third Local Transport Plan produced by Surrey County Council. It identifies different strategies that can be implemented across the county to help alleviate the variety of different issues relating to transport across the county.

2.14 **Congestion Strategy**

Whilst Surrey's highway network is extremely busy, it does not suffer congestion to the degree that some metropolitan conurbations do. However, due to this busy nature, congestion does occur during the peak periods and at local hotspots, and rapidly arises when either incidents occur, or traffic flow is disrupted. At the same time, travel demand is increasing as a result of additional development, both within and outside the county's boundaries.

The objectives of the Congestion Strategy are to:

1. improve the reliability of journeys;
2. reduce delays for all transport modes on key routes and at congestion hotspots;
3. improve the provision of journey planning information for travel in Surrey

2.15 **Cycling Strategy**

The Surrey Cycling Strategy forms part of the Surrey Transport Plan. It covers cycling as a means of transport – i.e. for journeys to work and school, and business and shopping trips. It also covers cycling for leisure and as a sport. The strategy sets out our aim for cycling in Surrey for the period to 2026 and our approach to achieving the aim.

2.16 **Parking Strategy**

Surrey has a high level of car ownership and use, relative to other counties in England, therefore it follows that the car is of huge significance to Surrey's residents. Certain towns in Surrey also suffer from severe congestion, which is an issue that can be influenced by parking provision and regulation. Consequently, the management of residential and town centre parking is an important function of the County Council.

The proposed objectives of the Parking Strategy are:

1. Reduce congestion caused by parked vehicles
2. Make best use of the parking space available
3. Enforce parking regulations fairly and efficiently
4. Provide appropriate parking where needed

2.17 **Passenger Transport Strategy**

The local bus network is an integral part of the transport system in Surrey. Buses provide access to schools and colleges for young people, to shopping and leisure facilities at the evenings and weekends and are a vital lifeline for older people who wish to maintain their independence. Buses can also be a more cost effective and environmentally friendly alternative to the car. In Guildford, the thriving Park and Ride network helps to relieve congestion on key corridors and removes traffic from the busy town centre.

The proposed objectives are:

1. To provide reliable and punctual bus services
2. To maintain a sustainable network of financially supported bus services

Passenger transport information is a key component of an effective local bus and rail network. Information can come in many forms, from real time information on the internet to traditional paper timetables. These various media can all play a role in keeping passengers informed and making bus and train travel accessible to as many people as possible.

The proposed objectives are:

1. Promote shift towards sustainable modes of travel
2. Promote equality of opportunity by publicising passenger transport options
3. Improve passenger transport information
4. Improve confidence in passenger transport reliability

2.18 **Travel Planning Strategy**

Travel Planning has an important role to play in ensuring effective, reliable, safe and sustainable travel behaviour is embedded in the culture of organisations and schools in Surrey. The production of the travel plan is merely the start of the process, and a successful travel plan relies more on the implementation, monitoring and review process than the document itself.

Travel Planning can be divided in to two distinct areas of work; school and workplace. School travel plans place an emphasis on safety and identify engineering, education and enforcement measures that reduce the risk of child casualties whilst at the same time encouraging sustainable modes of travel such as walking and cycling that have long term health benefits for young people. Workplace travel plans are generally implemented as a condition of planning approval for new or extended business premises and are aimed at reducing the proportion of single occupancy car trips to that location by employees.

Surrey Waste Local Plan (December 2020)

2.19 **Policy 15 – Transport and Connectivity**

A. Planning permission for waste development will be granted where it can be demonstrated that
   i. : Where practicable and economically viable, the development makes use of rail or water for the transportation of materials to and from the site
   ii. Transport links are adequate to serve the development or can be improved to an appropriate standard.

B. Where the need for road transport has been demonstrated, the development will ensure that:
   i. Waste is able to be transported using the best roads available, which will usually be main roads and motorways, with minimal use of local roads, unless special circumstances apply.
   ii. The distance and number of vehicle movements associated with the development are minimised.
   iii. The residual cumulative impact on the road network of vehicle movements associated with the development will not be severe.
   iv. There is safe and adequate means of access to the highway network and the vehicle movements associated with the development will not have an unacceptable impact on highway safety when compared against current national and local guidance.
   v. Satisfactory provision is made to allow for safe vehicle turning and parking, manoeuvring, loading, electric charging and, where appropriate, wheel cleaning facilities.
   vi. Low or zero emission vehicles, under the control of the site operator, are used which, where practicable, use fuels from renewable sources.

Tandridge District Core Strategy (October 2008)

2.20 **Policy CSP1: Location of Development**

In order to promote sustainable patterns of travel and in order to make the best use of previously developed land, development will take place within the existing built up areas of the District (the Category 1 settlements listed below) and be located where there is a choice of mode of transport available and where the distance to travel to services is minimised subject to the third paragraph of this policy.

There will be no village expansion by amending the boundaries of either the Larger Rural Settlements or Green Belt Settlements. All the settlement boundaries will be reviewed in the Site Allocations DPD and the accompanying Proposals Map. Development appropriate to the needs of rural communities will be permitted in the Larger Rural Settlements and Green Belt Settlements (the Category 2 settlements listed below) through infilling and on sites allocated for affordable housing. There will be no expansion of Woldingham (also a Category 2 settlement); saved policy BE7 "Woldingham" of the Tandridge District Local Plan 2001 will continue to apply to development within the settlement boundary until this is replaced by a policy in a Development Control DPD.

There will be no change in the Green Belt boundaries, unless it is not possible to find sufficient land within the existing built up areas and other settlements to deliver current and future housing allocations. Such changes will only take place at sustainable locations as set out in Policy CSP2 whilst having regard to the need to prevent built up areas from coalescing. Any changes will be made through a Site Allocations Development Plan Document and the accompanying Proposals Map.

Where there is a requirement to allocate green field sites the preference will be to find a number of sites to disperse the impact of development; the location of such sites will need to take into account existing and proposed infrastructure and service provision.

The targets for the amount of housing to be provided on previously developed land are as follows:

2006 – 2011 – 95%
2011 – 2016 – 90%
2016 – 2021 – 70%
2021 – 2026 – 60%

Category 1 Settlements :-
Caterham
Oxted (including Hurst Green and Limpsfield)
Warlingham
Whyteleaf

Category 2 Settlements :-
Woldingham
Larger Rural Settlements:
Lingfield
Smallfield

Green Belt Settlements:

The settlements within this classification and their exact boundaries will be decided in the Site Allocations DPD and its accompanying Proposals Map

(NB. Larger Rural Settlements are excluded from the Green Belt and Green Belt Settlements will be "washed over" by the Green Belt but within which infilling is allowed)

2.21 **Policy CSP11: Infrastructure and Services**

Appropriate levels of infrastructure and services will be sought through both public and private funds. In assessing infrastructure and service requirements the Council will have regard to the cumulative impact of development. Developers will be required to contribute to improved infrastructure and services (including community needs) necessary to support the proposed development; the Council will generally require such provision to be made before the development is occupied.

Planning permission will only be granted for developments which increase the demand for off-site services and infrastructure where sufficient capacity exists or where extra capacity can be provided, if necessary through developer funded contributions.

Planning applications which in the Council's opinion will require the provision of infrastructure or a financial contribution to services will be expected to be accompanied by unilateral obligations, as described in ODPM Circular 5/2005.

The Council will seek to introduce a Community Infrastructure Levy to ensure a more equitable contribution is made to infrastructure and service provision from all residential and commercial development.

Where appropriate the Council will use a Community Infrastructure Levy to supplement any negotiated Section 106 agreement. Negotiated agreements will still be necessary to secure affordable housing and to address costs related to specific development sites.

2.22 **Policy CSP12: Managing Travel Demand**

The Council will require new development to:

- Make improvements, where appropriate, to the existing infrastructure network, including road and rail, facilities for bus users, pedestrians and cyclists and those with reduced mobility.
- Have regard to adopted highway design standards and vehicle and other parking standards.

The Council will support the enhancement and better management of the regional transport spokes; M23/A23 corridor, M25/A25/Redhill to Tonbridge line corridor and the A264, subject to suitable environmental safeguards.

Tandridge Local Plan Part 2: Detailed Policies 2014 – 2019 (July 2014)

2.23 This Local Plan supports the adopted Core Strategy by containing a set of detailed planning policies to be applied locally in the assessment and in determination of planning applications over the plan period

2.24 **Policy DP1: Sustainable Development**

A. When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social, and environmental conditions in the area.
B. Planning applications that accord with the policies in this Local Plan (and, where relevant, with polices in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
C. here there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then permission will be granted unless material considerations indicate otherwise – taking into account whether:
    1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
    2. Specific policies in that Framework indicate that development should be restricted.

2.25 **Policy DP5: Highway Safety & Design**

A. Development will be permitted subject to meeting the requirements of all other appropriate Development Plan policies and where the proposal:
    1. Complies with the relevant Highway Authority's and any other highways design guidance;
    2. Does not unnecessarily impede the free flow of traffic on the existing network or create hazards to that traffic and other road users;
    3. Retains or enhances existing footpaths and cycleway links;
    4. Provides safe and suitable access to the site which is achievable by all and promotes access by public transport, foot, and bicycle to nearby y residential, commercial, retail, educational, leisure and recreational areas where appropriate; and
    5. Fully funds where appropriate or contributes towards the costs of any measures required to cost effectively mitigate the significant impacts arising from the development.

B. In accordance with the Council's Local Validation Requirements and national guidance, all development proposals that generate significant amounts of movement should be

supported by a Travel Plan and either a Transport Statement or Transport Assessment (proportionate to the scale of the proposed scheme and extent of the transport implications), both of which should be submitted alongside the planning application.

2.26 **Policy DP7: General Policy for New Development**

A. All new development will be expected to be of a high quality design. Development should integrate effectively with its surroundings, reinforcing local distinctiveness and landscape character. Innovative designs will be encouraged where appropriate.
B. Where the principle of the proposed new development – whether on a site that is previously developed or green field – is in accordance with other policies in the Development Plan, permission will be granted where the following matters are effectively addressed:

Design of Development

1. *Character & layout*: The proposal respects and contributes to the distinctive character, appearance and amenity of the area in which it is located with layouts that maximise opportunities for linkages (for example footpaths and cycle paths) to the surrounding area and local services;
2. *Built form*: The proposal is in keeping with the prevailing landscape/streetscape, reflecting the variety of local building types by using complementary building materials and designs, and does not result in overdevelopment or unacceptable intensification by reason of scale, form, bulk, height, spacing, density and design. In the case of a residential extension, the proposal should not result in the creation of a terracing effect;
3. *Parking:* The proposal has regard to the adopted Parking Standards SPD (2012) or successor documents; maintains existing off-street parking spaces (including garages) where they are considered necessary to serve the existing buildings or use; and does not result in additional on-street parking where this would cause congestion or harm to amenity or highway safety;
4. *Design Guidance:* The proposal conforms with the guidelines as set out in adopted Conservation Area Appraisals, Village Design Statements, and Design Guidance in the form of Supplementary Planning Guidance (SPGs) and Supplementary Planning Documents (SPDs);
5. *Safety:* The proposal has regard to the Police 'Secured by Design' standards to create safe and secure environments that reduce the risk of crime. Where appropriate, a scheme should also incorporate advice contained in the government's guidance on terrorism in the Planning Practice Guidance.

Safeguarding Amenity

6. *Amenity:* The proposal does not significantly harm the amenity of neighbouring properties by reason of pollution (noise, air or light), traffic, or other general disturbance;
7. *Privacy:* The proposal does not significantly harm the amenities and privacy of occupiers of neighbouring properties (including their private amenity space) by reason of overlooking or its overshadowing or overbearing effect. In most circumstances, where habitable rooms of properties would be in direct alignment, a minimum privacy distance of 22 metres will be required. This distance may need to be increased to protect those parts of gardens which immediately adjoin dwellings or where sites are

sloping. In most circumstances, a minimum distance of 14 metres will be required between principal windows of existing dwellings and the walls of new buildings without windows;

8. *Environment:* The proposals provide a satisfactory environment for the occupiers of both the existing and new development;
9. *Facilities:* The proposal provides appropriate facilities for individual and communal use including bicycle storage, amenity areas and garden areas (proportionate to the size of the residential units and appropriate for the intended occupiers); as well as facilities for the storage and collection of refuse and recycling materials which are designed and sited in accordance with current Council standards, avoiding adverse impacts on the street scene and the amenities of the proposed and existing properties;

Safeguarding Assets, Resources & the Environment

10. *Assets:* The proposal seeks to protect and, where opportunities exist, to enhance valuable environmental (including public open space) and heritage assets;
11. *Resource efficiency:* The proposal promotes the use of sustainable design and construction that provides for efficient use of minerals and enables the incorporation of a proportion of recycled or secondary aggregates, in accordance with the Surrey Minerals Plan Core Strategy (2011);
12. *Landscaping:* The proposal ensures that landscaping is an integral element in layout design, making provision for suitable new planting, trees, and boundary treatments to enhance the appearance, character and amenity of the site from the outset. The proposal is also expected to retain existing important features such as trees, hedgerows, and walls wherever possible. Where a new road is required, a suitably hard and/or soft landscaped gap will be required between any existing properties and the new carriageway; and
13. *Trees:* Where trees are present on a proposed development site, a landscaping scheme should be submitted alongside the planning application which makes provision for the retention of existing trees that are important by virtue of their significance within the local landscape. Their significance may be as a result of their size, form, and maturity, or because they are rare or unusual. Younger trees that have the potential to add significant value to the landscape character in the future should also be retained where possible. Their retention should be reflected in the proposed development layout, allowing sufficient space for new and young trees to grow to maturity, both above and below ground. Where existing trees are felled prior to permission for development being sought, the Council may require replacement planting as part of any permission granted.

3.0 Site Location and Existing Traffic Conditions

Existing Site and Location

3.1 The Site is located immediately to the north of the village of Nutfield, which is located approximately 1.4km to the east of Redhill at its closest point in Surrey.

3.2 The site encompasses the former Laporte works and is bound to the east by Nutfield Marsh Road and Nutfield Road (A25) to the south. The Site Location Plan can be seen in **Appendix A**.

Highway Network

Nutfield Road (A25)

3.3 Nutfield Road (A25) is the main distributor road in the area, locally travelling through the village of Nutfield. It has a 40mph speed limit adjacent to the western part of the southern boundary of the site, with the 30mph termination point towards the eastern end of the site as traffic enters the village (approximately 55m to the west of Parkwood Road). There is a footway along the northern side of the road connecting Nutfield to Redhill.

3.4 The A25 provides access eastwards to the M25 at Junction 6 at Godstone and westwards to the A23 and the urban areas of Redhill and Reigate.

3.5 The A25 is a principal distributor in the SCC highway hierarchy, and it is intended to distribute traffic away from the Strategic Road Network into the local towns. The road is approximately 7m wide in the vicinity of the site. However, the road width varies along its route as it passes through the villages.

Nutfield Marsh Road

3.6 Nutfield Marsh Road (initially called Church Hill) junctions with the A25 to the east of Nutfield Village. The road is narrow and generally rural in nature. There are houses located sporadically on both sides along its length and intermittent footways are provided. The road junctions with Cormongers Lane to the north west of the site and 6'6" width barriers restrict access by large commercial vehicles into the Holmesdale / South Merstham residential areas. The speed limit near to the site is 40mph.

Junction Surveys

3.7 As agreed with SCC Highways Officers, baseline traffic surveys have been undertaken at key junctions. Surveys were undertaken on Friday 11th September 2020, which allowed for schools to be back and operating normally after the summer break. The junctions included;

- The site access junction with the A25
- The site access junction with Nutfield Marsh Road
- The A25/B2235 roundabout in Godstone
- The Station roundabout in Redhill
- Station Road/Noke Road signal junction in Redhill
- The Godstone gyratory 'triangle'

Automatic Traffic Counter

3.8 Automatic Traffic Counters (ATCs) were installed on Nutfield Road and Nutfield Marsh Road to record the speed and number of vehicles passing the site. The counters were installed for 7 days, between the 8th and 14th September 2020. The results for the 7-day average can be seen in the **Table 3.1** and **3.2** below and the full data and network distribution is provided in **Appendix C**. Approximately 10% of the traffic was observed to be HGV / buses, as would be expected on the principal road network.

Table 3.1 – Nutfield Road ATC Summary

	Eastbound		**Westbound**	
	AM Peak	**PM Peak**	**AM Peak**	**PM Peak**
	381	470	535	452
85th %ile Speed	**45.2 mph**		**44.1 mph**	

Table 3.2 – Nuffield Marsh Road ATC Summary

	Southeast bound		**Northwest bound**	
	AM Peak	**PM Peak**	**AM Peak**	**PM Peak**
Vehicle Count	118	136	180	138
85th %ile Speed	**38.8 mph**		**39.1 mph**	

Person Injury Accidents

3.9 We have consulted ***Crashmap.co.uk*** to review the Personal Injury Accidents (PIAs) near to the site frontage on the A25 and Nutfield Marsh Road, in the latest 3-year period. Screenshots showing the location on the PIAs is included in **Figures 3.1** and **3.2** which shows that there have been 2 PIAs near to the site on the A25, and no injury accidents near to the proposed Nutfield Marsh Road access Both of the injury accidents on the A25 were 'slight' injury accidents, and both appear to be shunt type accidents.

3.10 The proposed development is unlikely to increase the frequency of accidents.

Figure 3.1 – 2No. PIAs near to site on A25

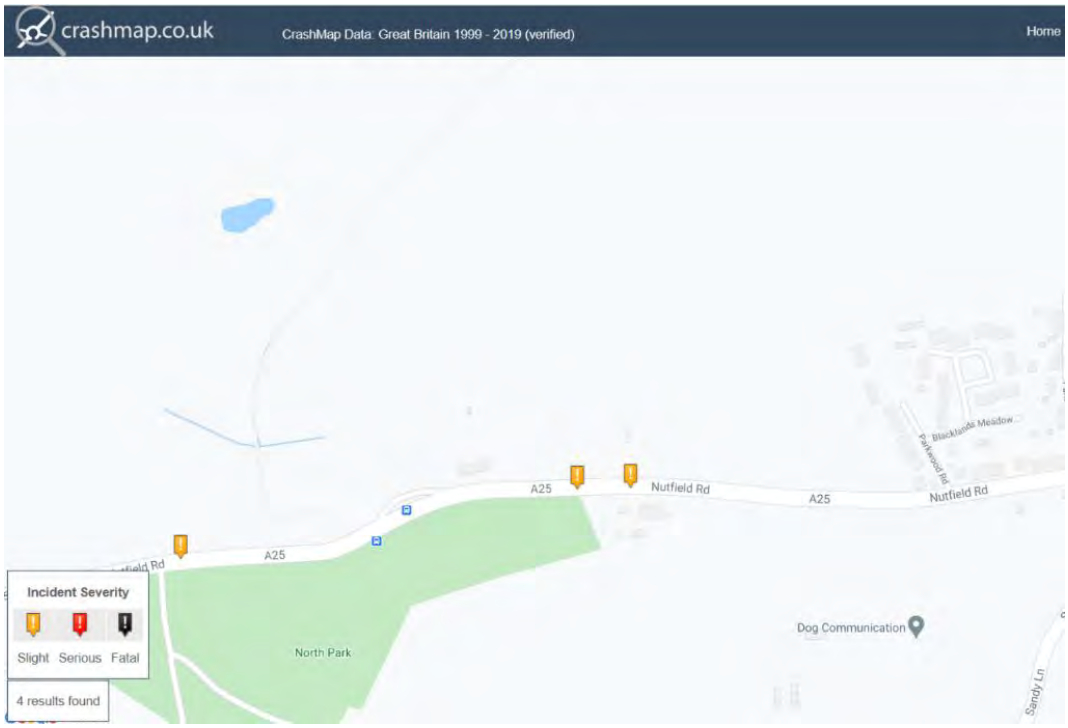
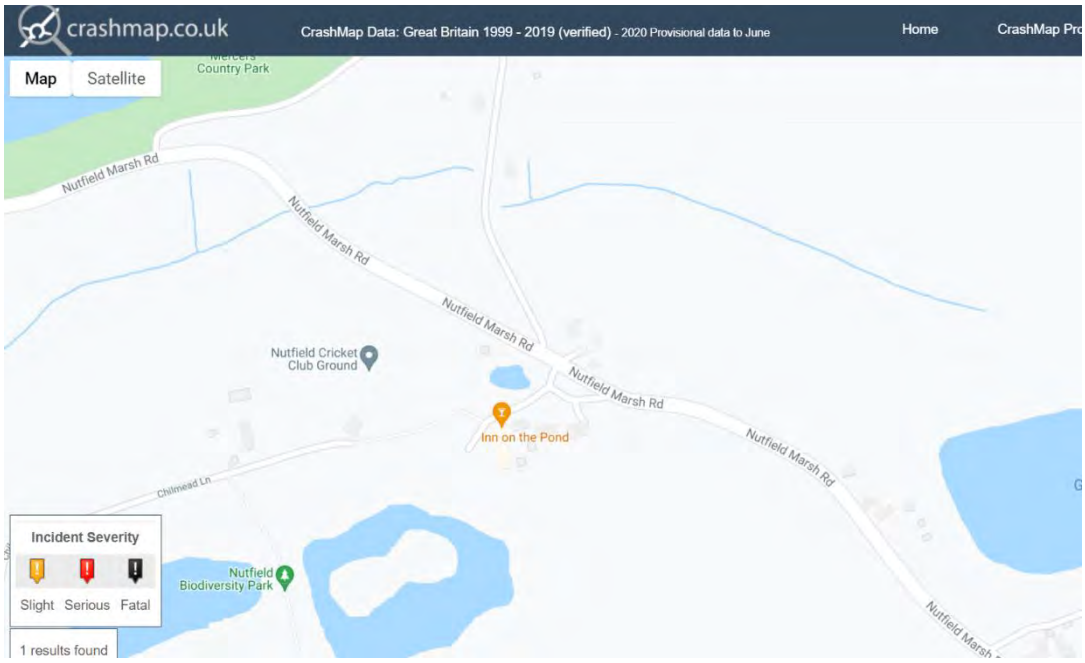


Figure 3.2 – No PIAs near to site on Nutfield Marsh Road



4.0 Sustainable Transport

4.1 A Sustainability Map of the local area is shown in **Appendix D**. it shows that there is a range of walking, cycling and bus routes located within reasonable distance from the site.

Walking

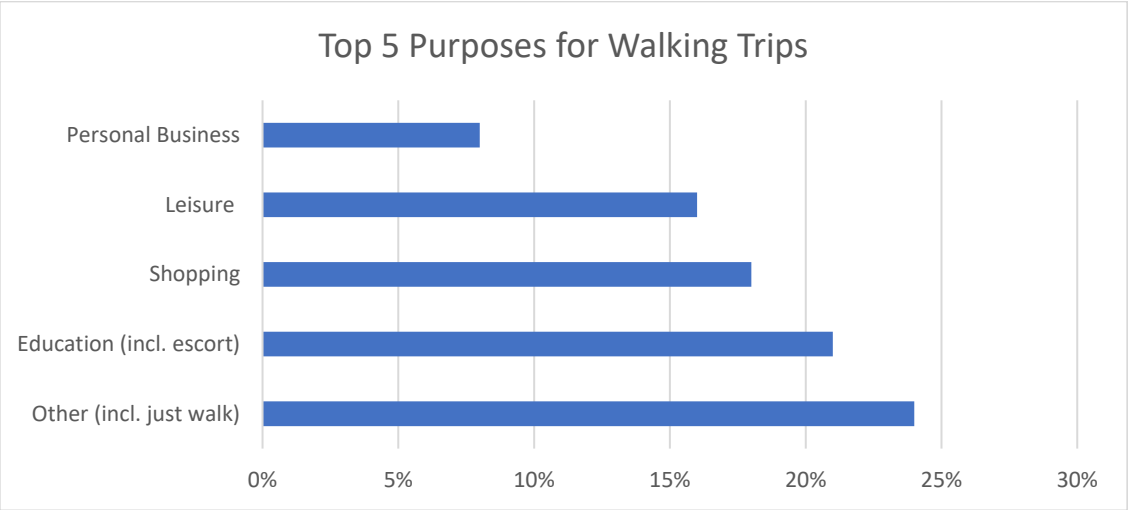
4.2 There is satisfactory footway provision on the local highway network and footways are provided for pedestrians accessing Nutfield and its local facilities along with Redhill which is approximately 1.4km to the west of the site at its closest point.

Public Rights of Way

4.3 Nutfield Green Park is crossed by and surrounded by many public rights of way in the form of footpaths and bridleways. These are shown on the Site Location Plan in **Appendix A**.

4.4 According to the most recent National Travel Survey Data, an average person will have 250 walking trips per year, totalling approximately 205 miles. This equates to an average of 17 minutes per walking trip on average, which equals approximately 1.3km for an average healthy adult. The NTS has also identified the top 5 purposes of walking trips, which can be seen in **Figure 6.1** below.

Figure 6.1 – Top 5 purposes for walking trips in 2019



Source: NTS0409

4.5 Guidance in Manual for Streets states that *"walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' walk (up to about 800m) walking distance of residential areas"*. **However, it goes on to say that this is not the upper limit and states that walking offers the greatest potential to replace short car trips, particularly those under 2km.**

Local Amenities

4.6 The site is in Nutfield which offers several amenities close-by including, the Village Hall, the Oldpost coffee shop, The Queens Head Public House / Restaurant and the Crown Vets surgery. It should be remembered however, that the site will provide a significant number of different services and facilities within the development itself providing sustainable living for occupiers of the site and significantly improving the sustainability of Nutfield village. The facilities will include:

- A Doctors Surgery and a pharmacy
- A Community Diagnostic Hub
- A local convenience store / shop
- A creche
- A restaurant
- A café
- An Office Hub
- A gymnasium
- Event space
- An Activity Park, with walking / running trials and play areas

4.7 Many of the facilities and services in the vicinity of the site are within acceptable walking distances. A selection is listed in **Table 6.2** below.

Table 6.2: Distances and walk times to nearby existing services and facilities (measured from southern access point on A25)

Service / Facility		Distance (metres)	Walk Time (minutes)
Convenience store	• Holborns Convenience Store	• 1400	• 16
Bank / ATM	• Halifax Redhill	• 2400	• 29
Schools	• Nutfield Church Primary School • The Warwick School • Nutfield Day Nursery	• 1300 • 2400 • 900	• 16 • 29 • 12
Medical Centre	• The Wells Clinic	• 950	• 12
Post Office	• South Nutfield Post Office	• 1700	• 20

Cycling

4.8 Para. 2.2.2 of Local Transport Note 1/20 states that *"two out of every three personal [cycling] trips are less than five miles in length (8km) – an achievable distance to cycle for most people with many shorter journeys also suitable for walking."*

4.9 Based on a relatively slow cycling speed of 15kph (10mph), a 5km distance could be achieved in 20 minutes and an 8km distance could be achieved in 32 minutes. The 5-kilometre cycle catchment extends to areas including Redhill, South Nutfield, Bletchingly, Merstham and Godstone. Reigate and Horley are within the 8km range and could be reasonably reached by bicycle.

4.10 National Cycle Route 21 (NCR21) passes along the northern boundary of the site and several connections linking the site to the NCR21 will be made as part of the development proposal. The NCR21 provides an almost traffic free access to Redhill station and to Redhill town centre. Furthermore, the Caterham Cycle link passes through the nearby village of Bletchingley and forms part of the Surrey Cycleway, the route map of which can be seen in **Appendix E**.

Buses

4.11 The nearest bus stops are located on the A25 close to Nutfield Cemetery, approximately 300m (4-minute walk) from the proposed southern site access, additional bus stops are located at Nutfield Memorial Hall served by the same bus routes. They are served by 3 bus routes and they are summarised in **Table 6.3** below and the local bus information is attached as **Appendix F**.

Table 6.3: Bus Service Summary

Service	Monday - Friday		Saturday		Sunday	
	General Hours of operation	Maximum daily frequency	General Hours of operation	Maximum daily frequency	General Hours of operation	Maximum daily frequency
410 Hurst Green - Redhill	06:40 - 19:59	Every 30 minutes	07:49 - 18:49	Every 60 minutes	10:49 - 16:49	Every 120 minutes
400 Caterham - East Grinstead	06:53 - 20:00	Every 53 - 60 minutes	08:11 - 19:36	Every 60 minutes	11:19 – 17:18	Every 2 Hours
315 Dormansland - Earlswood	08:00 - 13:59	4 Per day	-	-	-	-

Proposed On-Site Buses

4.12 The main access road into the site has been designed to accommodate future bus use and it is hoped that the existing bus services on Nutfield Road, will divert into the site.

Travel Plan

4.13 A Travel Plan Framework has been prepared and this will be submitted as part of the Planning Application. The final format and content of the TP will be a matter for further liaison between with the Highway Authority and the developer. The TP will be designed to provide the developer with a means to effectively manage the transport needs of the residents and visitors to the development. The Plan is not intended to be anti-car but will detail the alternative modes of transport available as much as possible. The Plan is designed to encourage staff and visitors to use cars more efficiently where necessary, whilst providing incentives to use alternative modes of transport.

5.0 Proposed Development

Development Proposal

5.1 The proposal is to construct a proposed outdoor activity park, wellbeing centre, respite care and rehabilitation facility, 239 residential units, 100 extra care apartments and 21 staff accommodation units associated with the rehabilitation facility. The indicative proposed development mix is as follows: (A Proposed Site Plan is shown in **Appendix B**).

Table 5.1 – Indicative Proposed Development Mix

	Use	Use Class	Size
Northern Area	Residential	C3(a)	47 units
Southern Area	Residential	C3(a)	192 units
Brookmead Place	Extra Care	C2A	100 units
The Grange	Rehabilitation and respite care facility	C2A	70 bed
The Grange	Staff Accom	C3(a)	21 units
Wellbeing Centre	Doctors Surgery	E(e)	464 sqm
Wellbeing Centre	Pharmacy	E(e)	Included
Wellbeing Centre	Community Diagnostic Hub	E(e)	Unknown
Wellbeing Centre	Community Store	F2(a)	279 sqm
Wellbeing Centre	Creche	E(f)	185 sqm
Wellbeing Centre	Estate Office	E(g)(i)	93 sqm
Wellbeing Centre	Staff Accom	C3(a)	2 units
Wellbeing Centre	Restaurant	E(b)	400 sqm
Wellbeing Centre	Café	E(b)	185 sqm
Wellbeing Centre	Office Hub	E(g)(i)	185 sqm
Wellbeing Centre	Gym	E(d)	450 sqm
Wellbeing Centre	Event Space	F2(b)	560 sqm
Activity Park	Outdoor Park	F2 (c)	30 hectares

Table 5.2 – Indicative Proposed Housing Provision

	Private Housing		Affordable rent		Intermediate housing		TOTAL	
Beds	**House**	**Flat**	**House**	**Flat**	**House**	**Flat**	**House**	**Flat**
1 Bed	0	0	0	10	0	4	**0**	**14**
2 Bed	11	0	21	14	6	8	**38**	**22**
3 Bed	96	0	18	0	3	0	**117**	**0**
4 Bed	41	0	0	0	0	0	**41**	**0**
5 Bed	7	0	0	0	0	0	**7**	**0**
Total	**155**	**0**	**39**	**24**	**9**	**12**	**203**	**36**

Phased Construction

5.2 Due to the size of the development, its construction will be phased, and this will be discussed in full in the Construction Management Plan, which will be submitted to the planning authority under an appropriately worded condition. The application submission includes a Construction Traffic Management Plan Framework. However, a Phasing Plan is included in **Table 5.3** below shows the main Phases. The development is expected to be completed by the end of 2025.

Table 5.3 – Phased Construction

Phase	Housing Zones	No. dwellings	Timetable for build
Phase 1	Northern Housing Brookmead Place The Grange Activity Park Wellbeing Centre	47 dwellings Ground Works Groundworks Eastern Area Groundworks	End 2022
Phase 2	Activity Park South Eastern Housing Wellbeing Centre	Western Area 105 Dwellings Construction	2023-2024
Phase 3	Southern Housing Brookmead Place The Grange Wellbeing Centre Activity Park	87 dwellings Build-out Build-out Build-out Construction	2024-2025

Proposed Site Access

5.3 The site will be accessed via two new access points. Most of the site will be accessed from Nutfield Road (A25), via a new roundabout junction. A small housing site for 47 dwellings will also be accessed independently from Nutfield Marsh Road.

Southern Access (A25) - New Roundabout

5.4 The proposed roundabout will have a 32m Inscribed Circle Diameter (ICD), allowing even the largest of vehicles to manoeuvre safely and efficiently. All approaches will be single width road measuring approximately 4.5m wide. Appropriate deflection will be provided on all approaches to ensure that traffic speeds are low on entry and exit from the roundabout. The proposed roundabout is shown in **Appendix G**.

5.5 Pedestrian refuge islands will be provided on the northern and eastern arms. A 3.0m wide shared footways/cycleways will be provided along the access into the site, to allow cyclists to safely access the site and the proposed commercial facilities.

5.6 Sightlines and forward visibility is provided in accordance with Design Manual for Roads and Bridges (DMRB) principles.

5.7 The proposed roundabout will be a significant improvement over the existing complex T-junction, in terms of vehicle/highway safety. Sightlines and forward visibility is provided in accordance with Design Manual for Roads and Bridges (DMRB) principles.

Stage 1 Road Safety Audit (RSA)

5.8 The proposed roundabout has been the subject of an independent Stage 1 RSA and this is shown in **Appendix H**. The roundabout has been modified slightly to take on board the 2 comments raised. The designers Response to the RSA is included at **Appendix J**.

Northern Access (Nutfield Marsh Road)- New T-junction

5.9 The new T-junction is provided with a partial ghosted-right-turn lane (existing feature) allowing cars to wait out of the main running lane. The main running lanes will be 3.65m wide. The access road into the site will be 6.0m wide, suitable for large service vehicles access/egress. The proposed access is shown in **Appendix K**.

5.10 Sightlines onto Nutfield Marsh Road will be 2.4m x 70m in line with the recorded 85th percentile speeds.

5.11 New 2.0m wide footways will connect into the site.

Refuse and Servicing

5.12 Refuse areas will be provided in the private plots. Bins will be wheeled to the kerb line on the day of collection for easy collection by the refuse operatives and as mentioned above, suitable turning facilities will be provided. If a large refuse vehicle is unable to access a part of the site (such as a smaller cul-de-sac) and turning is not possible, a bin collection point will be provided, within wheel distances in accordance with Manual for Streets.

Car and Cycle Parking

5.13 The Surrey County Council 'Vehicular and Cycle Parking Standards' (January 2018) document that sets out the required number of car and cycle parking spaces per dwelling / use class. The development will be provided with car parking to meet these standards, which are detailed in **Tables 5.4** and **5.5** below.

Table 5.4 – Maximum Vehicular Parking Requirements (Surrey County Council)

Proposed Use	Size of Development	Maximum Parking Requirement (Suburban)	Spaces Required
Mixed Housing (1 & 2 bed flats)	36 units	1 space per unit	36 spaces
Mixed Housing (2 bed houses)	38 units	1 space per unit	38 spaces
Mixed Housing (3 bed houses)	117 units	2 + spaces	234 spaces
Mixed Housing (4+ bed houses)	48 units	2 + spaces per unit	96 spaces
Creche	185 sqm	0.75 per staff pus 0.2 spaces per child	Approx. 12 spaces
Event Space	560sqm		
Extra Care	100 units	1 space per unit	100
Rehabilitation and respite care facility	70 bedrooms	1 Space per 2 residents	35
Convenience store	279 sqm	1 space per 30sqm	10
Restaurant / Cafe	835 sqm	1 space per 6sqm	140
GP surgery	464 sqm	1 space per consulting room plus individual assessment	22
Offices	278 sqm	1 space per 30sqm max	24
Park	30 hectares	Individual assessment	30

NOTE: All parking numbers are provisional at this stage, subject to detailed design.

Table 6.3– Maximum Cycle Parking Requirements

Proposed Use	Size of Development	Maximum Cycle Parking Requirement	Spaces Required
Mixed Housing (1 & 2 bed flats)	36 units	1 space per unit	36 spaces
Mixed Housing (2 bed houses)	38 units	1 space per unit	38 spaces
Mixed Housing (3 bed houses)	117 units	2 spaces	234 spaces
Mixed Housing (4+ bed houses)	48 units	2 spaces per unit	96 spaces
Creche	185 sqm	1 per 5 staff pus minimum 2 spaces	Approx. 5 spaces
Event Space	560 sqm		
Extra Care	100 units	Individual Assessment	20
Rehabilitation and respite care facility	70 bedrooms	Individual Assessment	15
Convenience store	279 sqm	1 space per 250sqm	1
Restaurant / Cafe	835 sqm	1 space per 20 seats	10
GP surgery	464 sqm	1 space per 2 consulting rooms	4
Offices	278 sqm	1 space per 125sqm max	2
Park	30 hectares	Individual assessment	30

NOTE: All parking numbers are provisional at this stage, subject to detailed design.

5.14 In line with Surrey County Councils parking standards, all communal and public car parking areas will be provided with Electric Vehicle (EV) charging points. This includes 1 fast charge socket per house, 20% of available spaces designated to the flats and apartments within the development and 20% of the parking associated with the commercial elements of the development.

Internal Layout

5.15 Most of the internal layout of the Park is the subject of an Outline Planning Application. However, the access roads, footways and parking areas will all be designed to accord with Manual for Streets principles at detailed design / detailed Application stage.

Access Roads

5.16 For the most part the internal access roads will be a minimum of 5.5m wide with minimum 2m wide footways either running along the kerblines or behind landscaped buffer zones. A number of the smaller access roads, (i.e., Serving low numbers of properties), will be a minimum 4.8m wide and shared surfaces where it is appropriate.

Servicing Arrangements

5.17 Each resident will have their waste and recycling collected close to their property. Therefore, a Large Refuse Vehicle will be able to enter and leave Nutfield Green Park in a forward gear.

Footways and Cycleways

5.18 Many footways and cycle ways will be provided throughout the Park for the onsite residents. Many of these will be away from vehicular roads allowing safe pedestrian and cycle movement through the entire site.

5.19 The Activity Park will be a paid for facility for those living outside the development. The existing rights of way will continue to be in place.

5.20 National Cycle Route 21 (NCR21) passes along the northern boundary of the site and a new connection will link the site to the NCR21. The NCR21 provides an almost traffic free access to Redhill station and to Redhill town centre. None of the public rights of way are closed or re-routed as the part of the development and public access is unchanged.

6.0 Trip Generation

6.1 When undertaking a Transport Assessment for a site, it is normal practice to consider the likely impact of the proposed development traffic in the peak hours, i.e., when the combination of existing and proposed traffic is at its highest. For Construction Traffic trip generation see the Construction Management Plan Framework submitted as a separate report.

6.2 Trip rates for the proposed site uses have been obtained from the TRICS database and the full data is provided in **Appendix L**. The peak hour trip rates are shown in **Table 6.1** below. The trip generation has been prepared on the initial proposals for the potential uses within the Wellbeing Centre.

Table 6.1 –Site AM and PM Peak Hour Trip Rates

				AM (08:00-09:00)		PM (17:00-18:00)	
	Use	**Use Class**	**Size**	**Arrive**	**Depart**	**Arrive**	**Depart**
Northern Area	Residential	C3(a)	47 units	0.134	0.354	0.337	0.158
Southern Area	Residential	C3(a)	192 units	0.134	0.354	0.337	0.158
Brookmead Place	Extra Care	C2	100 units	0.164	0.064	0.096	0.087
The Grange	Rehabilitation facility	C2	70 bed	0.096	0.088	0.04	0.08
The Grange	Staff Accom	C3(a)	21 units	0.134	0.354	0.337	0.158
Wellbeing Centre	*Doctors Surgery / Community Diagnostic Hub	E(e)	*upto 1,000 sqm	4.501	2.967	2.455	2.916
Wellbeing Centre	Pharmacy	E(e)	Included	Assume	Assume	Assume	Assume
Wellbeing Centre	Community Store	F2(a)	279 sqm	5.681	4.93	9.014	8.263
Wellbeing Centre	Creche	E(f)	185 sqm	7.027	7.027	3.423	3.784
Wellbeing Centre	Estate Office	E(g)(i)	93 sqm	4.721	0	0.215	2.361
Wellbeing Centre	Staff Accom	C3(a)	2 units	0.134	0.354	0.337	0.158
Wellbeing Centre	Restaurant	E(b)	650 sqm	0	0	1.186	0.431
Wellbeing Centre	Café	E(b)	185 sqm	Assume	Assume	Assume	Assume
Wellbeing Centre	Office Hub	E(g)(i)	185 sqm	4.721	0	0.215	2.361
Wellbeing Centre	Gym	E(d)	450 sqm	0.896	0.478	1.94	1.045
Wellbeing Centre	Event Space	F2(b)	560 sqm	Assume	Assume	Assume	Assume
Activity Park	Outdoor Park	F2(c)	30 hectares	Assume	Assume	Assume	Assume

Table 6.2 – Site AM and PM Peak Hour Vehicle Trips

				AM (08:00-09:00)		PM (17:00-18:00)	
	Use	**Use Class**	**Size**	**Arrive**	**Depart**	**Arrive**	**Depart**
Northern Area	Residential	C3(a)	47 units	6	17	16	7
Southern Area	Residential	C3(a)	192 units	26	68	65	30
Brookmead Place	Extra Care		100 units	16	6	10	9
The Grange	Rehabilitation facility		70 bed	7	6	3	6
The Grange	Staff Accom	C3(a)	21 units	3	7	7	3
Wellbeing Centre	*Doctors Surgery / Community Diagnostic Hub	E(e)	*upto 1,000 sqm	21	14	11	14
Wellbeing Centre	Pharmacy	E(e)	Included	10	10	10	10
Wellbeing Centre	Community Store	F2(a)	279 sqm	16	14	25	23
Wellbeing Centre	Creche	E(f)	185 sqm	13	13	6	7
Wellbeing Centre	Estate Office	E(g)(i)	93 sqm	2	2	2	2
Wellbeing Centre	Staff Accom	C3(a)	2 units	0	1	1	0
Wellbeing Centre	Restaurant	E(b)	650 sqm	0	0	8	3
Wellbeing Centre	Café	E(b)	185 sqm	10	10	10	10
Wellbeing Centre	Office Hub	E(g)(i)	185 sqm	9	0	0	4
Wellbeing Centre	Gym	E(d)	450 sqm	4	2	9	5
Wellbeing Centre	Event Space	F2(b)	560 sqm	10	10	10	10
Activity Park	Outdoor Park	F2(c)	30 Hectares	12	12	12	12
TOTAL Southern Entrance				**160**	**177**	**190**	**149**
TOTAL Northern Entrance				**6**	**17**	**16**	**7**
TOTAL On Network				**166**	**194**	**206**	**156**

Total Trip Generation

6.3 **Table 6.2** shows that a total of 360 two-way trips will be generated in the AM Peak hour and that 362 two-way trips will be generated in the PM peak hour.

Proposed development flows

6.4 The existing traffic flows recorded in the ATC surveys and on the junction surveys which were undertaken on Friday 11th September 2020 (as per Paragraph 3.7 and 3.9) have been used to estimate the likely trip distribution from the proposed development. The percentage split on the local highway network along with the proposed vehicle distribution is shown in **Appendix M**.

Worst Case Assessment

6.5 It should be noted that we have allowed for all traffic flows to be "new flows" on the network. However, many of the trips to the communal facilities on the site will be "pass-by trips" or "internal trips" from the proposed housing. For example, up to 80% of trips to a convenience store are likely to be pass-by trips. It is not considered that the changes to the use classes within the wellbeing centre at the detailed design stage are likely to significantly change the total trip generation that has been calculated as the total floor space within the building has not changed. It is not considered that any minor changes to the use classes within the wellbeing centre at the detailed design stage will change the conclusions of the assessments.

6.6 We have also treated the proposed 23 onsite staff accommodation units (21 for care facility staff and 2 for wellbeing centre / site managers) as" standard housing" when calculating vehicle trips in the peak hours. These 23 units are, however, are unlikely to generate many trips in the peak hours as the staff will be living and working on site, reducing traffic on the local highway.

**It should be noted that since the Transport Assessment was completed, including the traffic generation and junction modelling, that there have been some minor changes to the size of some of the uses within the wellbeing Centre. For example, a Community Diagnostics centre has been included (circa 500sqm), however, the overall footprint of the centre remains the same and, some of the other uses within that building will reduce (i.e. the size of the restaurant and café will be smaller than the TRICs assessment has allowed for). We are confident that the traffic assessment is robust.*

7.0 Traffic Growth and Permitted Developments

Growth Rates

7.1 Growth factors have been derived based on the existing base flows in 2020 and the future assessment year of 2029 (year of completion). Growth factors were obtained using the Trip End Model Presentation Program (TEMPRO) and the National Traffic Model (NTM).

7.2 The following growth rates were determined (results included in **Appendix N**).

- AM peak (2020 – 2029) – **1.0701 (7%).**
- PM peak (2020 – 2029) – **1.0796 (8%).**

7.3 It should be remembered that traffic associated with developments such as Nutfield Green Park are already included within traffic growth figures and therefore, by adding growth to the modelling work below presents a robust and worst-case situation.

Permitted Development

7.4 A locally permitted development, for the increase in activity at the Mercers Quarry, to the east of the site. This development will increase HGV traffic on the A25.

8.0 Highway Impact and Junction Modelling

Operational traffic

8.1 As agreed with SCC the junctions to be assessed include;

- The site access junction with the A25
- The site access junction with Nutfield Marsh Road
- The A25/B2235 roundabout in Godstone
- The Station roundabout in Redhill
- Station Road/Noke Road signal junction in Redhill
- The Godstone gyratory 'triangle'

8.2 The junctions have been assessed using Junctions 8 and LinSig 3 as appropriate. To create our models, we have used the geometric parameters as measured on site and the flows derived using the methods set out in the previous sections of this report.

Junction modelling

8.3 We have modelled the following scenarios (both for the AM and PM peak hours):

1. 2020 base year;
2. 2020 plus 9-year Growth Rate
3. 2020 plus 9-year Growth rate, plus committed development
4. 2020 plus 9-year Growth rate, plus committed development, plus Development

8.4 The summary results for the junction modelling for the individual junctions are presented in the following tables. The junctions were all modelled using TRL's Junctions 8 software, which is used to model priority and roundabout junctions, to assess capacity.

Southern Access - Proposed A25 Roundabout

8.5 **Table 8.1** below shows the summary results of the Junctions 8 modelling of the Proposed Roundabout. The full Junctions 8 output can be found in **Appendix P.**

Table 8.1 – Junctions 8 results Proposed Roundabout on Nutfield Road (A25).

	AM peak (8-9am)		PM peak (5-6pm)	
	Max RFC	Mean Max Queue	Max RFC	Mean Max Queue
Scenario 4: 2020 plus Growth plus Committed Development, plus Development				
A25 (East)	0.80	4.19	0.60	1.64
A25 (West)	0.47	0.97	0.62	1.76
Site Access Road	0.20	0.28	0.19	0.25

8.6 As can be seen from **Table 8.1** above, the junction will not exceed capacity with the development traffic added. There is spare capacity on all arms of the roundabout with almost no queuing or delays.

Proposed Site Access on Nutfield Marsh Road

8.7 **Table 8.2** below shows the summary results of the Junctions 8 modelling of the proposed site access on Nutfield Marsh Road. The full Junctions 8 output can be found in **Appendix Q.**

Table 8.2 – Junctions 8 results Proposed Site Access onto Nutfield Marsh Road

	AM peak (8-9am)		PM peak (5-6pm)	
	Max RFC	Mean Max Queue	Max RFC	Mean Max Queue
Scenario 4: 2020 plus Growth plus Committed Development, plus Development				
Nutfield Marsh Road	0.01	0.01	0.02	0.02
Site Access	0.04	0.04	0.02	0.02

8.8 As can be seen from **Table 8.2** above, the junction will not exceed capacity with the development traffic added. There is significant spare capacity and no queuing or delays.

Godstone Roundabout

8.9 **Table 8.3** below shows the summary results of the Junctions 8 modelling of the Godstone Roundabout. The full Junctions 8 output can be found in **Appendix R.**

Table 8.3– Junctions 8 results for Godstone North Roundabout

	AM peak (8-9am)		PM peak (5-6pm)	
	Max RFC	Mean Max Queue	Max RFC	Mean Max Queue
Scenario 1: 20201 base year				
A25 (East)	0.23	0.29	0.18	0.22
A25 (South)	0.42	0.73	0.51	1.03
B2335	0.52	1.08	0.42	0.73
Crowhurst Mead	0.00	0.00	0.00	0.00
Scenario 2: 2020 plus Growth of 7% AM and 8% PM				
A25 (East)	0.25	0.33	0.20	0.25
A25 (South)	0.45	0.82	0.55	1.21
B2335	0.56	1.26	0.46	0.86
Crowhurst Mead	0.00	0.00	0.00	0.00
Scenario 3:2020 plus Growth plus Committed Development				
A25 (East)	0.25	0.33	0.20	0.25
A25 (South)	0.46	0.84	0.51	1.03
B2335	0.57	1.29	0.46	0.86
Crowhurst Mead	0.00	0.00	0.00	0.00
Scenario 4: 2020 plus Growth plus Committed Development, plus Development				
A25 (East)	0.28	0.38	0.23	0.30
A25 (South)	0.50	1.00	0.60	1.51
B2335	0.63	1.69	0.52	1.08
Crowhurst Mead	0.00	0.00	0.00	0.00

8.10 As can be seen from **Table 8.3** above, the roundabout will not exceed capacity with the proposed development trips added onto the network and queuing will be minimal.

Redhill Station Roundabout

8.11 **Table 8.4** below shows the summary results of the Junctions 8 modelling of the Redhill Station Roundabout. The full Junctions 8 output can be found in **Appendix S**.

Table 8.4 – Junctions 8 summary results for Redhill Station Roundabout

	AM peak (8-9am)		PM peak (5-6pm)	
	Max RFC	Mean Max Queue	Max RFC	Mean Max Queue
Scenario 1: 2020 base year				
A25	0.62	1.61	0.35	0.53
A23 (South)	0.61	1.57	0.48	0.90
Quadrant House	0.05	0.05	0.06	0.06
A23 (North)	0.71	2.41	0.63	1.70
Scenario 2: 2020 plus Growth of 7% AM and 8% PM				
A25	0.68	2.07	0.39	0.63
A23 (South)	0.67	1.96	0.52	1.07
Quadrant House	0.06	0.06	0.07	0.07
A23 (North)	0.76	3.15	0.69	2.17
Scenario 3: 2020 plus Growth plus Committed Development				
A25	0.68	2.08	0.39	0.63
A23 (South)	0.67	1.96	0.52	1.07
Quadrant House	0.06	0.06	0.07	0.07
A23 (North)	0.77	3.17	0.69	2.17
Scenario 4: 2020 plus Growth plus Committed Development, plus Development				
A25	0.79	3.69	0.43	0.81
A23 (South)	0.70	2.57	0.55	1.23
Quadrant House	0.06	0.06	0.07	0.08
A23 (North)	0.81	4.16	0.75	2.87

8.12 As can be seen from **Table 5.5** above, the roundabout will not exceed capacity with the proposed development trips added onto the network and queuing will be minimal.

Nokes Road / A25 Signal Junction

8.13 **Table 8.5** below shows the summary results of the Junctions 8 modelling of the Nokes Road/A25 Signal Junction. The full Junctions 8 output can be found in **Appendix T**.

Table 8.5 – Junctions 8 summary results for Nokes Road/A25 Signal Junction

	AM peak (8-9am)		PM peak (5-6pm)	
	Deg Sat %	Mean Max Queue	Deg Sat %	Mean Max Queue
Scenario 1: 2020 base year				
A25 (west)	63.4	8.9	39.1	5.1
A25 (east)	54.4	7.0	59.6	9.1
Noke Drive	34.3	2.2	29.7	1.6
Scenario 2: 2020 plus Growth of 7% AM and 8% PM				
A25 (west)	67.9	10.0	42.3	5.37
A25 (east)	58.1	7.7	64.3	10.3
Noke Drive	36.7	2.4	32.0	1.7
Scenario 4: 2020 plus Growth plus Committed Development, plus Development				
A25 (west)	81.0	13.7	50.0	7.1
A25 (east)	65.9	9.4	75.3	13.5
Noke Drive	36.7	2.4	32.0	1.7

8.14 As can be seen from **Table 8.5** above, the signals will not exceed capacity with the proposed development trips added onto the network and any additional queuing will be minimal.

Godstone Triangle

8.15 Godstone triangle has been assessed using Paramics modelling for the existing and proposed scenarios. The gyratory works well in all scenarios with little or no queuing on most arms in both peak periods. The model results are included at **Appendix U**.

Summary

8.16 The junction modelling has shown that the operational development can be accommodated without a severe impact on the local highway network. In line with NPPF, the development is therefore acceptable.

Construction Operations

8.17 Construction vehicles will gain access from Nutfield Road (A25). At such a time pedestrian access along the footways near to the site will be restricted with traffic management.

Phased Construction

8.18 As stated above due to the size of the development, its construction will be phased. The development is expected to be completed by the end of 2025.

Table 8.6 – Phased Construction

Phase	Housing Zones	No. dwellings	Timetable for build
Phase 1	Northern Housing Brookmead Place The Grange Activity Park Wellbeing Centre	47 dwellings Ground Works Groundworks Eastern Area Groundworks	End 2022
Phase 2	Activity Park South Eastern Housing Wellbeing Centre	Western Area 105 Dwellings Construction	2023-2024
Phase 3	Southern Housing Brookmead Place The Grange Wellbeing Centre Activity Park	87 dwellings Build-out Build-out Build-out Construction	2024-2025

Construction Traffic Trip Rates

HGV Traffic

8.19 The estimated average construction traffic (assumed all HGVs) not including workforce traffic to and from site each day will be in the region of 132 vehicles, including:

- Civils 20 vehicles per day
- Sub-structure 15 vehicles per day
- Superstructure 25 vehicles per day
- Fit-out 20 vehicles per day
- Import of materials 52 vehicles per day
- **TOTAL** **132 HGVs per day**.

8.20 The HGVs will be given timeslot to arrive at the site so that the HGVs are phased across the entire day. No more than 20 HGVs would arrive in any 1 hour.

Construction Worker Traffic (Cars or vans)

8.21 It is estimated that up to 140 workers will be on site each day. Assuming 50% arrive and depart in the network peak hours, this would equate to 70 arrivals in the AM peak hour (08:00) and 70 departures in the PM peak hour (17:00).

Total Peak Hour Traffic

8.22 Based on the information above there would be a total of 90 arrivals in the AM peak hour and 90 departures in the PM peak hour. These trips are far lower than the operational development trips (which will be in the region of 362 trips in each peak hour) and therefore without the requirement for further modelling, they will have a limited impact on the local highway network.

9.0 Off-Site Improvements

Proposed site access

9.1 As agreed with SCC a new 32m ICD continental roundabout is being proposed as the main access into the site. The roundabout design will include some shared off-road cycleway / footways on all sides of the roundabout and wide pedestrian refuge islands. We have modelled the proposed scenarios with the existing traffic flows, growth, committed development and the proposed development flows and it will operate well with little or no queuing in both peak hours.

9.2 The secondary site access to the north will connect from Nutfield Marsh Road and will consist of a standard T-junction. Footways will connect into the site for access to the public house and to the south.

Cycleway and Footway Improvements / Connections

9.3 The existing Rights of Way which cross the site will be retained. Many tracks and cycle ways will be provided throughout the Park. Many of these will be away from vehicular roads allowing safe pedestrian and cycle movement through the entire site.

9.4 National Cycle Route 21 (NCR21) passes along the northern boundary of the site and several connections linking the site to the NCR21 will be made as part of the development proposal. The NCR21 provides an almost traffic free access to Redhill station and to Redhill town centre.

Bus stop improvements

9.5 Contributions will be provided towards improved bus infrastructure, real time timetable information and kassell kerbing for the local buses stops near to the cemetery.

30mph speed limit extension

9.6 There is a 30 / 40mph speed limit termination point just west of the site on Nutfield Road. The road is currently 40mph in the vicinity of the site. The 30mph limit starts approximately 55m to the west of Parkwood Road. In view of the additional junction, it is proposed that the existing 30mph speed limit is relocated to the west of the new access to provide improved vehicle speeds within Nutfield Village centre.

10.0 Summary & Mitigation

10.1 The report has demonstrated that the site will be a sustainable development located close to Redhill town centre and railway station. Bus stops are provided on the A25 and the site access roads have been designed to allow buses to enter and exit the site. There are many onsite footpaths and National Cycle Route 21 passes the site to the north. Several off-site improvements, which have been promoted, will further enhance the sustainable location, and mitigate the impact of the development on the surrounding highway network.

10.2 It has been demonstrated that the local junctions and links would continue to perform safely and within capacity. **Table 10.1** below summarise the improvements being offered at Nutfield Green Park and within the local area. The improvements are broken down as "Mitigation Measures" (i.e., necessary to accommodate Nutfield Green Park) and "Community Improvements" (i.e., to provide enhanced safety and movement throughout the wider community and Study Area).

Table 10.1 – Mitigation Measures

MITIGATION MEASURES	BENEFIT
Proposed Roundabout Access into Nutfield Green Park from Nutfield Road (A25)	To provide safe and convenient access into the site
Proposed Northern Access into Nutfield Green Park from Nutfield Marsh Road	To provide safe and convenient access into the site
Traffic free cycle / walking routes throughout Nutfield Green Park	To allow the safe movement of vulnerable road users
Cycle connections to the NCR21	To allow the cycle connection to Redhill town centre and railway station
COMMUNITY IMPROVEMENTS	**BENEFIT**
Contribute towards SCC's cycle strategy recommendations (subject to further discussions with SCC)	To allow the safe movement of vulnerable road users and enhance sustainability
Contributions towards improved bus infrastructure, real time timetable, bus shelters and kassell kerbing	Enhanced bus stops in the area with improved access / egress and up to date timetable information helping to increase sustainability
Possible future diversion of Bus Routes into Nutfield Green Park	To provide convenient bus service to Redhill
Extension of 30mph speed limit	To provide lower vehicle speeds on Nutfield Road (A25) and enhance the pedestrian / cyclist environment

11.0 Conclusions

11.1 Patrick Parsons has been commissioned by Nutfield Park (Developments) Ltd to prepare a Transport Assessment to accompany an outline planning application for the proposed outdoor activity park, wellbeing centre, respite care and rehabilitation facility, 239 residential units, 100 extra care apartments and 21 staff accommodation units associated with the rehabilitation facility at Nutfield Green Park, A25, Redhill.

11.2 The site will be accessed via a new roundabout on Nutfield Road (A25) to the south and via a junction on Nutfield Marsh Road to the north. Dropped kerbs with tactile paving will be provided across the new access allowing safe and convenient pedestrian movement.

11.3 We have shown that Nutfield Green Park is sustainable development with good links to public transport, shops, community facilities and employment opportunities.

11.4 We have shown that the site will deliver a large variety of onsite facilities enhancing the sustainability of Nutfield village itself and the wider Nutfield Parish. The facilities include;

- A Doctors Surgery and Pharmacy
- A local convenience store / shop
- A Community Diagnostic Hub
- A creche
- A restaurant
- A café
- An Office Hub
- A gymnasium
- Event space
- An Activity Park, with walking / running trials and play areas

11.5 Car Parking will be provided in line with SCC standards for all uses on site. Disabled parking will be provided for all community / commercial facilities on-site.

11.6 Secure and covered cycle parking will be provided in accordance with SCC standards. All residential units will be provided with secure parking within cycle sheds or similar or within communal cycle stores for the flats. All community uses will have secure cycle parking to meet their requirements.

11.7 A Travel Plan Framework has been prepared to accompany the Planning Application and submitted as a separate document. A Final Travel Plan would be provided for the development prior to operation, subject to a standard Planning Condition. The Travel Plan includes measures to reduce car use and increase sustainable transport, cycling and walking.

11.8 The Transport Assessment has demonstrated that the likely construction and operational traffic associated with Nutfield Green Park would be easily accommodated on the local highway network with only a limited impact on highway capacity, queuing, and delays. The analysis allowed for all traffic flows to be "new flows" on the network. However, many of the trips to the communal facilities on the site will be "pass-by trips" or "internal trips" from the proposed housing. For example, up to 80% of trips to a convenience store are likely to be pass-by trips. It is not considered that the changes to the use classes within the wellbeing centre at the detailed design stage are likely to significantly change the total trip generation that has been calculated as the total floor space within the building has not changed. It is not considered that any minor changes to the use classes within the wellbeing centre at the detailed design stage will change the conclusions of the assessments.

11.9 Nutfield Green Park would be provided with safe vehicular accesses in the form of a new roundabout junction onto the A25 and a new T- junction onto Nutfield Marsh Road.

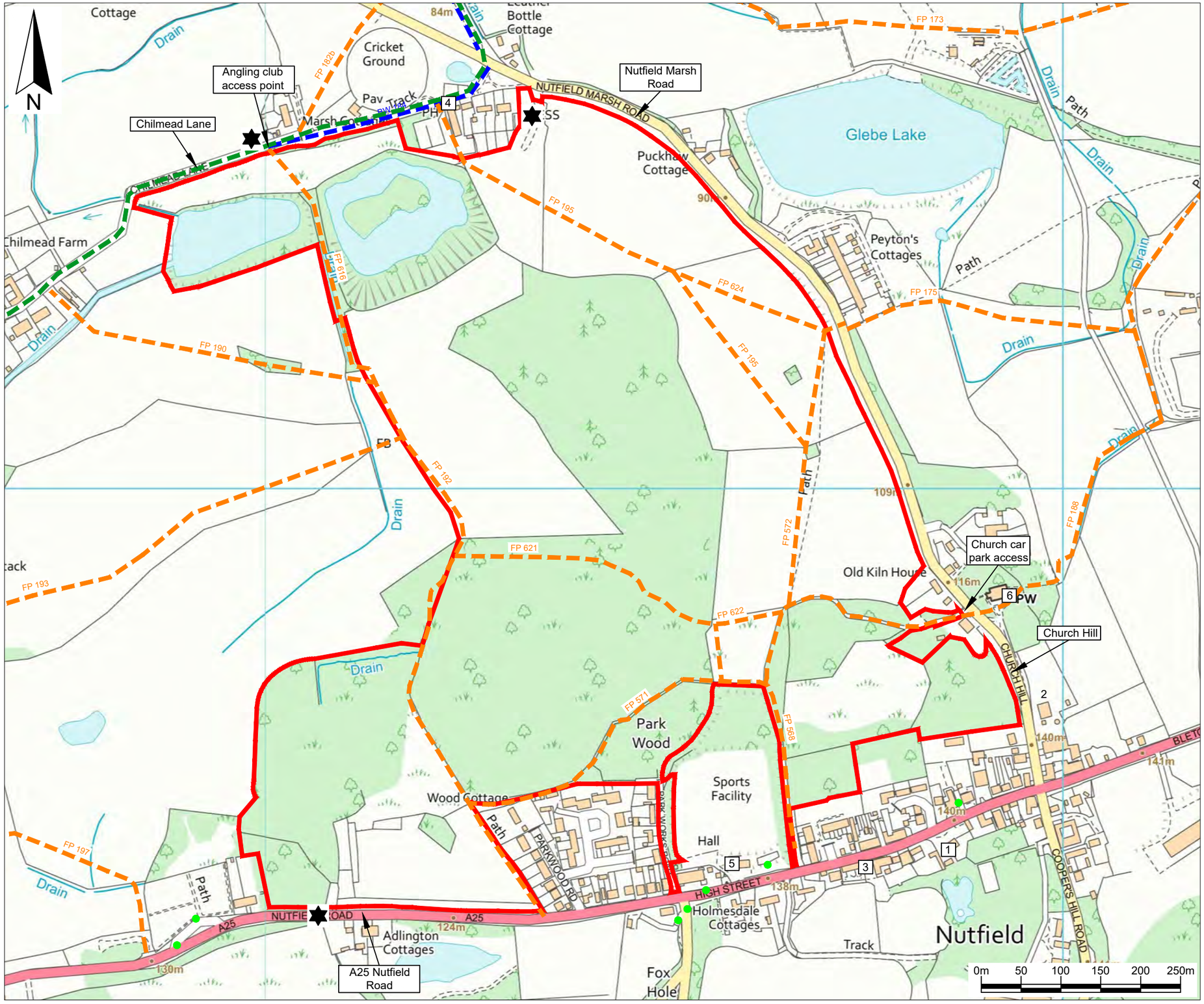
11.10 A Construction Management Plan Framework has been prepared to accompany the Planning Application and submitted as a separate document. A Final Plan would be provided for the development prior to operation, subject to a standard Planning Condition. The Construction Management Plan Framework includes measures to ensure construction vehicles use appropriate routes.

11.11 Several Mitigation Measures and Community Improvements are promoted to provide enhancements to sustainable travel options, cycling and walking opportunities.

11.12 In summary, we conclude that the proposed development is in a sustainable location and can be accommodated without detriment to highway safety or capacity on the surrounding highway network.

Appendix A

Site Location Plan



Key / Notes

- The boundary of Nutfield Green Park
- 1 The Queens Head Public House
- 2 Nutfield Day Nursery
- 3 Oldpost Cafe and Coffee House
- 4 Inn on the Pond Public House
- 5 Nutfield Memorial Hall
- 6 St. Peter and St. Pauls Church
- Approximate location of a footpath
- Approximate location of a bridleway
- Approximate location of Sustrans Route 21 cycleway
- Approximate location of a bus stop
- Current vehicular accesses to the site

Rev	Status	Drn	App	Chk	Date
	Final	KR	SPS		

Site
NUTFIELD GREEN PARK

Client
Nutfield Park (Developments) Ltd

Title
Amenities in the vicinity of the site

Figure ES 3.4

Scale
1:5,000@A3

Drawing Ref
NP/NU/05-21/22425

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Appendix B

Proposed Site Plan

C:\temp\OBS\lockdown 2020\2609 land at nuffield\masterplan changes\2609-5-2-DR-0023-P3 ILLUSTRATIVE MASTERPLAN.dwg

KEY

- PROPOSED BOUNDARY OF NUTFIELD GREEN PARK
- EXISTING VEGETATION RETAINED
- PROPOSED TREES AND WOODLAND PLANTING
- EXISTING PUBLIC RIGHTS OF WAY RETAINED

Status

PLANNING

DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
t: 01793 612173
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Client

NUTFIELD PARK (DEVELOPMENTS) LTD

Project

NUTFIELD GREEN PARK

Drawing Title

ILLUSTRATIVE MASTERPLAN

Scale	Sheet Size	Date Plotted
1:2,000	A1	10/05/2021

Client Ref.	Drawing Ref.	Drawing No.	Version
-	2609-5-2	DR-0023	S5-P3

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Appendix C

ATC Data

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Tue Sep 08	Wed Sep 09	Thu Sep 10	Fri Sep 11	Sat Sep 12	Sun Sep 13	Mon Sep 14	5-Day Ave.	7-Day Ave.
00:00	14	11	24	19	39	33	16	17	22
01:00	6	12	18	9	16	19	11	11	13
02:00	11	4	23	15	12	11	12	13	13
03:00	6	12	12	4	12	8	10	9	9
04:00	11	14	9	9	10	13	11	11	11
05:00	51	46	47	39	27	18	36	44	38
06:00	109	117	107	104	48	36	102	108	89
07:00	319	312	322	307	104	66	300	312	247
08:00	447	447	396	388	246	114	427	421	352
09:00	324	347	374	403	322	205	344	358	331
10:00	359	344	357	366	378	346	315	348	352
11:00	327	402	411	392	423	407	303	367	381
12:00	371	361	395	427	419	418	352	381	392
13:00	349	352	369	420	408	351	318	362	367
14:00	408	379	403	454	364	330	360	401	385
15:00	502	477	494	512	324	314	356	468	426
16:00	524	578	567	553	341	300	424	529	470
17:00	524	493	525	533	337	297	363	488	439
18:00	364	308	344	338	241	225	238	318	294
19:00	226	216	240	238	176	174	196	223	209
20:00	163	153	167	139	123	101	137	152	140
21:00	86	94	104	103	75	75	66	91	86
22:00	54	57	65	74	64	57	51	60	60
23:00	45	45	33	50	57	29	25	40	41
Total									
12H(7-19)	4818	4800	4957	5093	3907	3373	4100	4754	4435
16H(6-22)	5402	5380	5575	5677	4329	3759	4601	5327	4960
18H(6-24)	5501	5482	5673	5801	4450	3845	4677	5427	5061
24H(0-24)	5600	5581	5806	5896	4566	3947	4773	5531	5167
AM Peak	08:00	08:00	11:00	09:00	11:00	11:00	08:00	08:00	11:00
	447	**447**	**411**	**403**	**423**	**407**	**427**	**421**	**381**
PM Peak	16:00	16:00	16:00	16:00	12:00	12:00	16:00	16:00	16:00
	524	**578**	**567**	**553**	**419**	**418**	**424**	**529**	**470**

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Channel: Westbound

	Tue Sep 08	Wed Sep 09	Thu Sep 10	Fri Sep 11	Sat Sep 12	Sun Sep 13	Mon Sep 14	5-Day Ave.	7-Day Ave.
00:00	14	23	30	33	37	59	18	24	31
01:00	4	7	15	19	24	26	11	11	15
02:00	8	7	7	14	13	12	3	8	9
03:00	10	6	8	34	9	5	13	14	12
04:00	17	18	17	55	9	12	9	23	20
05:00	58	62	71	85	32	15	54	66	54
06:00	202	212	186	201	91	60	189	198	163
07:00	534	584	537	495	159	77	563	543	421
08:00	667	673	669	654	258	166	659	664	535
09:00	441	430	492	469	328	240	465	459	409
10:00	370	422	378	407	439	325	391	394	390
11:00	391	391	443	445	491	399	350	404	416
12:00	400	421	414	449	494	453	409	419	434
13:00	399	421	443	427	422	426	370	412	415
14:00	442	467	465	484	456	389	318	435	432
15:00	431	452	497	500	394	359	329	442	423
16:00	467	490	448	475	425	365	382	452	436
17:00	530	491	509	507	387	346	391	486	452
18:00	359	348	390	393	289	311	330	364	346
19:00	255	221	246	243	255	247	275	248	249
20:00	182	153	179	174	169	154	136	165	164
21:00	93	135	139	99	124	82	115	116	112
22:00	60	81	81	86	102	68	66	75	78
23:00	34	34	49	53	88	33	33	41	46
Total									
12H(7-19)	5431	5590	5685	5705	4542	3856	4957	5474	5109
16H(6-22)	6163	6311	6435	6422	5181	4399	5672	6201	5798
18H(6-24)	6257	6426	6565	6561	5371	4500	5771	6316	5922
24H(0-24)	6368	6549	6713	6801	5495	4629	5879	6462	6062
AM Peak	08:00	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00
	667	673	669	654	491	399	659	664	535
PM Peak	17:00	17:00	17:00	17:00	12:00	12:00	12:00	17:00	17:00
	530	491	509	507	494	453	409	486	452

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Channel: Total Flow

	Tue Sep 08	Wed Sep 09	Thu Sep 10	Fri Sep 11	Sat Sep 12	Sun Sep 13	Mon Sep 14	5-Day Ave.	7-Day Ave.
00:00	28	34	54	52	76	92	34	40	53
01:00	10	19	33	28	40	45	22	22	28
02:00	19	11	30	29	25	23	15	21	22
03:00	16	18	20	38	21	13	23	23	21
04:00	28	32	26	64	19	25	20	34	31
05:00	109	108	118	124	59	33	90	110	92
06:00	311	329	293	305	139	96	291	306	252
07:00	853	896	859	802	263	143	863	855	668
08:00	1114	1120	1065	1042	504	280	1086	1085	887
09:00	765	777	866	872	650	445	809	818	741
10:00	729	766	735	773	817	671	706	742	742
11:00	718	793	854	837	914	806	653	771	796
12:00	771	782	809	876	913	871	761	800	826
13:00	748	773	812	847	830	777	688	774	782
14:00	850	846	868	938	820	719	678	836	817
15:00	933	929	991	1012	718	673	685	910	849
16:00	991	1068	1015	1028	766	665	806	982	906
17:00	1054	984	1034	1040	724	643	754	973	890
18:00	723	656	734	731	530	536	568	682	640
19:00	481	437	486	481	431	421	471	471	458
20:00	345	306	346	313	292	255	273	317	304
21:00	179	229	243	202	199	157	181	207	199
22:00	114	138	146	160	166	125	117	135	138
23:00	79	79	82	103	145	62	58	80	87
Total									
12H(7-19)	10249	10390	10642	10798	8449	7229	9057	10227	9545
16H(6-22)	11565	11691	12010	12099	9510	8158	10273	11528	10758
18H(6-24)	11758	11908	12238	12362	9821	8345	10448	11743	10983
24H(0-24)	11968	12130	12519	12697	10061	8576	10652	11993	11229
AM Peak	08:00	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00
	1114	1120	1065	1042	914	806	1086	1085	887
PM Peak	17:00	16:00	17:00	17:00	12:00	12:00	16:00	16:00	16:00
	1054	1068	1034	1040	913	871	806	982	906

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 8 Sep	5600	4861	564	104	71
Wed 9 Sep	5581	4880	539	94	68
Thu 10 Sep	5806	5104	544	90	68
Fri 11 Sep	5896	5258	511	71	56
Sat 12 Sep	4566	4262	254	26	24
Sun 13 Sep	3947	3675	229	16	27
Mon 14 Sep	4773	4125	493	85	70
5 Day Ave.	5531	4846	530	89	67
7 Day Ave.	5167	4595	448	69	55

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 16 May	100.0%	86.8%	10.1%	1.9%	1.3%
Thu 17 May	100.0%	87.4%	9.7%	1.7%	1.2%
Fri 18 May	100.0%	87.9%	9.4%	1.6%	1.2%
Sat 19 May	100.0%	89.2%	8.7%	1.2%	0.9%
Sun 20 May	100.0%	93.3%	5.6%	0.6%	0.5%
Mon 21 May	100.0%	93.1%	5.8%	0.4%	0.7%
Tue 22 May	100.0%	86.4%	10.3%	1.8%	1.5%
5 Day Ave.	100.0%	87.6%	9.6%	1.6%	1.2%
7 Day Ave.	100.0%	88.9%	8.7%	1.3%	1.1%

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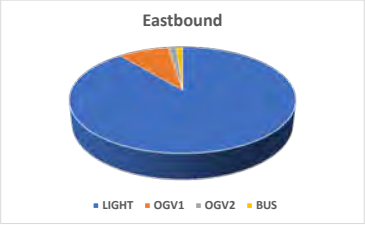

Channel: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 8 Sep	6368	5426	734	128	80
Wed 9 Sep	6549	5575	747	136	91
Thu 10 Sep	6713	5775	743	115	80
Fri 11 Sep	6801	5890	719	107	85
Sat 12 Sep	5495	5078	348	34	35
Sun 13 Sep	4629	4284	292	18	35
Mon 14 Sep	5879	4971	699	120	89
5 Day Ave.	6462	5527	728	121	85
7 Day Ave.	6062	5286	612	94	71

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 16 May	100.0%	85.2%	11.5%	2.0%	1.3%
Thu 17 May	100.0%	85.1%	11.4%	2.1%	1.4%
Fri 18 May	100.0%	86.0%	11.1%	1.7%	1.2%
Sat 19 May	100.0%	86.6%	10.6%	1.6%	1.2%
Sun 20 May	100.0%	92.4%	6.3%	0.6%	0.6%
Mon 21 May	100.0%	92.5%	6.3%	0.4%	0.8%
Tue 22 May	100.0%	84.6%	11.9%	2.0%	1.5%
5 Day Ave.	100.0%	85.5%	11.3%	1.9%	1.3%
7 Day Ave.	100.0%	87.2%	10.1%	1.6%	1.2%

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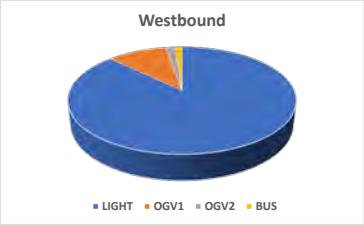

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 8 Sep	11968	10287	1298	232	151
Wed 9 Sep	12130	10455	1286	230	159
Thu 10 Sep	12519	10879	1287	205	148
Fri 11 Sep	12697	11148	1230	178	141
Sat 12 Sep	10061	9340	602	60	59
Sun 13 Sep	8576	7959	521	34	62
Mon 14 Sep	10652	9096	1192	205	159
5 Day Ave.	11993	10373	1259	210	152
7 Day Ave.	11229	9881	1059	163	126

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 16 May	100.0%	86.0%	10.8%	1.9%	1.3%
Thu 17 May	100.0%	86.2%	10.6%	1.9%	1.3%
Fri 18 May	100.0%	86.9%	10.3%	1.6%	1.2%
Sat 19 May	100.0%	87.8%	9.7%	1.4%	1.1%
Sun 20 May	100.0%	92.8%	6.0%	0.6%	0.6%
Mon 21 May	100.0%	92.8%	6.1%	0.4%	0.7%
Tue 22 May	100.0%	85.4%	11.2%	1.9%	1.5%
5 Day Ave.	100.0%	86.5%	10.5%	1.8%	1.3%
7 Day Ave.	100.0%	88.0%	9.4%	1.5%	1.1%

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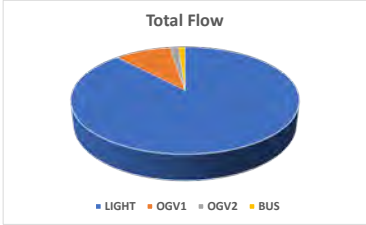
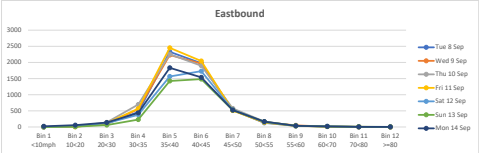


Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 8 Sep	5600	44.7	40.0	5.4	0	24	102	463	2329	1977	523	129	35	15	2	1
Wed 9 Sep	5581	44.7	40.1	5.4	1	8	95	554	2230	1963	516	149	50	12	2	1
Thu 10 Sep	5806	44.8	39.8	5.8	2	11	144	697	2254	1897	574	171	35	15	4	2
Fri 11 Sep	5896	44.6	39.9	5.4	2	7	120	569	2453	2044	509	139	30	17	6	0
Sat 12 Sep	4566	45.7	40.6	6.1	1	19	118	378	1565	1730	531	158	34	23	7	2
Sun 13 Sep	3947	46.5	41.2	5.8	0	8	58	228	1426	1484	520	161	40	13	6	3
Mon 14 Sep	4773	45.3	39.8	6.8	20	57	138	437	1833	1537	523	167	37	18	4	2
5 Day Ave.	5531	44.8	39.9	5.8	5	21	120	544	2220	1884	529	151	37	15	4	1
7 Day Ave.	5167	45.2	40.2	5.8	4	19	111	475	2013	1805	528	153	37	16	4	2



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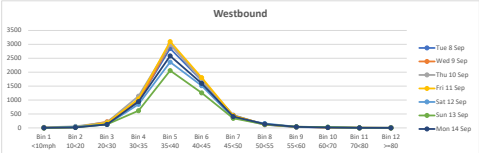
Channel: Westbound

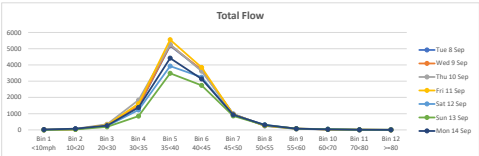
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 8 Sep	6368	44.0	38.9	5.5	0	13	178	989	2854	1707	460	119	28	14	3	3
Wed 9 Sep	6549	44.0	38.8	5.8	3	26	221	936	3002	1738	437	123	38	18	5	2
Thu 10 Sep	6713	43.7	38.3	6.0	22	56	203	1142	3013	1719	387	113	33	21	4	0
Fri 11 Sep	6801	43.9	38.8	5.7	3	31	184	1043	3102	1806	443	124	41	17	7	0
Sat 12 Sep	5495	44.3	39.1	6.2	3	40	121	850	2364	1518	366	158	40	27	4	4
Sun 13 Sep	4629	44.4	39.3	6.1	0	17	129	619	2060	1260	344	124	42	28	2	4
Mon 14 Sep	5879	44.1	39.0	5.6	2	17	125	945	2586	1602	408	137	37	15	5	0
5 Day Ave.	6462	43.9	38.7	5.7	6	29	182	1011	2911	1714	427	123	35	17	5	1
7 Day Ave.	6062	44.1	38.9	5.8	5	29	166	932	2712	1621	406	128	37	20	4	2



360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 8 Sep	11968	44.4	39.4	5.5	0	37	280	1452	5183	3684	983	248	63	29	5	4
Wed 9 Sep	12130	44.4	39.4	5.7	4	34	316	1490	5232	3701	953	272	88	30	7	3
Thu 10 Sep	12519	44.3	39.0	6.0	24	67	347	1839	5267	3616	961	284	68	36	8	2
Fri 11 Sep	12697	44.3	39.3	5.6	5	38	304	1612	5555	3850	952	263	71	34	13	0
Sat 12 Sep	10061	44.8	39.8	6.2	4	59	239	1228	3929	3248	897	316	74	50	11	6
Sun 13 Sep	8576	45.0	40.2	6.0	0	25	187	847	3486	2744	864	285	82	41	8	7
Mon 14 Sep	10652	44.6	39.4	6.2	22	74	263	1382	4419	3139	931	304	74	33	9	2
5 Day Ave.	11993	44.4	39.3	5.8	11	50	302	1555	5131	3598	956	274	73	32	8	2
7 Day Ave.	11229	44.5	39.5	5.9	8	48	277	1407	4724	3426	934	282	74	36	9	3



360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 8 Sep	686	44.5	39.2	6.3	0	17	11	67	284	228	57	19	3	0	0	0
Wed 9 Sep	746	44.3	39.8	4.7	0	0	10	71	311	283	55	12	4	0	0	0
Thu 10 Sep	768	44.2	39.3	5.4	0	4	17	90	335	249	47	19	6	1	0	0
Fri 11 Sep	758	43.2	38.4	4.5	1	0	12	130	354	229	26	5	1	0	0	0
Sat 12 Sep	801	44.5	38.9	6.3	1	9	46	92	287	275	75	14	2	0	0	0
Sun 13 Sep	753	44.8	40.4	5.4	0	1	13	47	308	280	83	14	4	1	1	1
Mon 14 Sep	618	44.3	39.7	4.9	0	1	10	64	265	213	48	16	1	0	0	0
5 Day Ave.	715	44.1	39.3	5.2	0	4	12	84	310	240	47	14	3	0	0	0
7 Day Ave.	733	44.3	39.4	5.3	0	5	17	80	306	251	56	14	3	0	0	0

360 TSL Ltd

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 8 Sep	761	43.9	38.4	5.5	0	2	32	128	329	202	57	8	1	2	0	0
Wed 9 Sep	813	43.1	38.2	4.8	0	0	18	149	404	192	40	9	0	0	1	0
Thu 10 Sep	821	42.9	37.9	5.5	1	3	22	171	398	178	30	9	7	1	1	0
Fri 11 Sep	852	43.2	38.4	4.7	1	0	12	143	438	205	42	6	4	1	0	0
Sat 12 Sep	930	43.9	38.3	6.7	2	18	20	179	379	249	52	18	6	5	2	0
Sun 13 Sep	724	43.8	38.9	5.4	0	0	22	100	343	196	47	10	4	1	0	1
Mon 14 Sep	741	43.3	38.6	4.7	0	1	8	125	368	192	32	11	3	1	0	0
5 Day Ave.	798	43.3	38.3	5.0	0	1	18	143	387	194	40	9	3	1	0	0
7 Day Ave.	806	43.4	38.4	5.3	1	3	19	142	380	202	43	10	4	2	1	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 8 Sep	1447	44.2	38.8	5.9	0	19	43	195	613	430	114	27	4	2	0	0
Wed 9 Sep	1559	43.8	39.0	4.8	0	0	28	220	715	475	95	21	4	0	1	0
Thu 10 Sep	1589	43.6	38.6	5.5	1	7	39	261	733	427	77	28	13	2	1	0
Fri 11 Sep	1610	43.2	38.4	4.6	2	0	24	273	792	434	68	11	5	1	0	0
Sat 12 Sep	1731	44.2	38.6	6.5	3	27	66	271	666	524	127	32	8	5	2	0
Sun 13 Sep	1477	44.4	39.7	5.4	0	1	35	147	651	476	130	24	8	2	1	2
Mon 14 Sep	1359	43.9	39.1	4.8	0	2	18	189	633	405	80	27	4	1	0	0
5 Day Ave.	1513	43.7	38.8	5.1	1	6	30	228	697	434	87	23	6	1	0	0
7 Day Ave.	1539	43.9	38.9	5.4	1	8	36	222	686	453	99	24	7	2	1	0

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 8 Sep	910	44.0	39.2	4.8	0	3	16	93	424	298	68	3	4	1	0	0
Wed 9 Sep	856	44.2	39.4	4.8	0	0	15	102	379	273	75	6	6	0	0	0
Thu 10 Sep	897	44.2	39.1	5.1	0	0	31	107	388	280	77	13	1	0	0	0
Fri 11 Sep	966	43.8	39.2	4.9	0	2	24	78	489	299	49	19	5	1	0	0
Sat 12 Sep	688	45.1	40.6	6.0	0	5	15	53	235	276	71	23	4	6	0	0
Sun 13 Sep	644	46.2	41.3	5.9	0	2	10	39	204	272	85	23	3	3	3	0
Mon 14 Sep	716	45.6	40.4	5.6	0	1	13	66	278	241	80	28	8	1	0	0
5 Day Ave.	869	44.4	39.5	5.0	0	1	20	89	392	278	70	14	5	1	0	0
7 Day Ave.	811	44.7	39.9	5.3	0	2	18	77	342	277	72	16	4	2	0	0

360 TSL Ltd

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 8 Sep	873	43.7	38.9	4.6	0	1	7	135	419	244	53	13	1	0	0	0
Wed 9 Sep	919	43.6	38.7	4.6	0	0	18	131	445	257	58	10	0	0	0	0
Thu 10 Sep	962	43.2	38.1	4.9	1	4	19	180	449	259	42	6	1	1	0	0
Fri 11 Sep	984	43.1	38.5	4.7	0	1	12	150	521	242	44	8	3	2	1	0
Sat 12 Sep	850	43.6	38.6	6.2	0	4	28	138	389	225	34	18	5	8	0	1
Sun 13 Sep	748	43.9	38.9	5.7	0	4	15	119	346	193	44	19	5	2	1	0
Mon 14 Sep	647	44.4	39.3	5.5	0	2	10	104	265	190	50	21	4	1	0	0
5 Day Ave.	877	43.6	38.7	4.9	0	2	13	140	420	238	49	12	2	1	0	0
7 Day Ave.	855	43.6	38.7	5.2	0	2	16	137	405	230	46	14	3	2	0	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 8 Sep	1783	43.9	39.1	4.7	0	4	23	228	843	542	121	16	5	1	0	0
Wed 9 Sep	1775	44.0	39.1	4.7	0	0	33	233	824	530	133	16	6	0	0	0
Thu 10 Sep	1859	43.7	38.6	5.0	1	4	50	287	837	539	119	19	2	1	0	0
Fri 11 Sep	1950	43.5	38.9	4.8	0	3	36	228	1010	541	93	27	8	3	1	0
Sat 12 Sep	1538	44.4	39.5	6.2	0	9	43	191	624	501	105	41	9	14	0	1
Sun 13 Sep	1392	44.8	40.0	5.9	0	6	25	158	550	465	129	42	8	5	4	0
Mon 14 Sep	1363	44.9	39.9	5.6	0	3	23	170	543	431	130	49	12	2	0	0
5 Day Ave.	1746	44.0	39.1	5.0	0	3	33	229	811	517	119	25	7	1	0	0
7 Day Ave.	1666	44.2	39.3	5.3	0	4	33	214	747	507	119	30	7	4	1	0

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	14	13	1	0	0
01:00	6	4	2	0	0
02:00	11	9	1	1	0
03:00	6	3	3	0	0
04:00	11	7	4	0	0
05:00	51	46	4	1	0
06:00	109	82	17	7	3
07:00	319	271	35	7	6
08:00	447	394	42	6	5
09:00	324	258	44	16	6
10:00	359	292	46	13	8
11:00	327	269	43	8	7
12:00	371	308	47	9	7
13:00	349	300	39	6	4
14:00	408	347	48	8	5
15:00	502	441	46	9	6
16:00	524	468	42	8	6
17:00	524	472	47	0	5
18:00	364	342	18	3	1
19:00	226	207	17	1	1
20:00	163	156	6	0	1
21:00	86	80	5	1	0
22:00	54	50	4	0	0
23:00	45	42	3	0	0
Total					
12H(7-19)	4818	4162	497	93	66
16H(6-22)	5402	4687	542	102	71
18H(6-24)	5501	4779	549	102	71
24H(0-24)	5600	4861	564	104	71
AM Peak	08:00	08:00	10:00	09:00	10:00
	447	394	46	16	8
PM Peak	16:00	17:00	14:00	12:00	12:00
	524	472	48	9	7

360 TSL Ltd

Channel: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	14	11	3	0	0
01:00	4	4	0	0	0
02:00	8	7	1	0	0
03:00	10	7	3	0	0
04:00	17	14	3	0	0
05:00	58	46	7	4	1
06:00	202	152	30	13	7
07:00	534	419	95	13	7
08:00	667	566	84	10	7
09:00	441	367	58	10	6
10:00	370	300	52	9	9
11:00	391	325	44	14	8
12:00	400	348	39	7	6
13:00	399	343	39	12	5
14:00	442	369	54	12	7
15:00	431	366	53	6	6
16:00	467	401	62	1	3
17:00	530	476	42	7	5
18:00	359	327	26	5	1
19:00	255	234	17	3	1
20:00	182	170	9	2	1
21:00	93	87	6	0	0
22:00	60	55	5	0	0
23:00	34	32	2	0	0
Total					
12H(7-19)	5431	4607	648	106	70
16H(6-22)	6163	5250	710	124	79
18H(6-24)	6257	5337	717	124	79
24H(0-24)	6368	5426	734	128	80
AM Peak	08:00	08:00	07:00	11:00	10:00
	667	566	95	14	9
PM Peak	17:00	17:00	16:00	13:00	14:00
	530	476	62	12	7

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	28	24	4	0	0
01:00	10	8	2	0	0
02:00	19	16	2	1	0
03:00	16	10	6	0	0
04:00	28	21	7	0	0
05:00	109	92	11	5	1
06:00	311	234	47	20	10
07:00	853	690	130	20	13
08:00	1114	960	126	16	12
09:00	765	625	102	26	12
10:00	729	592	98	22	17
11:00	718	594	87	22	15
12:00	771	656	86	16	13
13:00	748	643	78	18	9
14:00	850	716	102	20	12
15:00	933	807	99	15	12
16:00	991	869	104	9	9
17:00	1054	948	89	7	10
18:00	723	669	44	8	2
19:00	481	441	34	4	2
20:00	345	326	15	2	2
21:00	179	167	11	1	0
22:00	114	105	9	0	0
23:00	79	74	5	0	0
Total					
12H(7-19)	10249	8769	1145	199	136
16H(6-22)	11565	9937	1252	226	150
18H(6-24)	11758	10116	1266	226	150
24H(0-24)	11968	10287	1298	232	151
AM Peak	08:00	08:00	07:00	09:00	10:00
	1114	960	130	26	17
PM Peak	17:00	17:00	16:00	14:00	12:00
	1054	948	104	20	13

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	11	8	2	0	1
01:00	12	9	3	0	0
02:00	4	3	1	0	0
03:00	12	9	3	0	0
04:00	14	12	1	1	0
05:00	46	39	4	2	1
06:00	117	93	20	3	1
07:00	312	268	39	2	3
08:00	447	391	42	8	6
09:00	347	285	46	9	7
10:00	344	290	33	13	8
11:00	402	341	46	10	5
12:00	361	319	30	6	6
13:00	352	286	53	9	4
14:00	379	327	34	12	6
15:00	477	406	52	12	7
16:00	578	524	43	6	5
17:00	493	454	37	0	2
18:00	308	287	18	0	3
19:00	216	200	14	0	2
20:00	153	142	9	1	1
21:00	94	90	4	0	0
22:00	57	54	3	0	0
23:00	45	43	2	0	0
Total					
12H(7-19)	4800	4178	473	87	62
16H(6-22)	5380	4703	520	91	66
18H(6-24)	5482	4800	525	91	66
24H(0-24)	5581	4880	539	94	68
AM Peak	08:00	08:00	09:00	10:00	10:00
	447	391	46	13	8
PM Peak	16:00	16:00	13:00	14:00	15:00
	578	524	53	12	7

360 TSL Ltd

Channel: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	23	15	6	1	1
01:00	7	6	1	0	0
02:00	7	6	1	0	0
03:00	6	6	0	0	0
04:00	18	10	6	1	1
05:00	62	54	4	4	0
06:00	212	166	24	14	8
07:00	584	465	90	19	10
08:00	673	580	75	11	7
09:00	430	365	46	3	16
10:00	422	336	67	12	7
11:00	391	332	47	9	3
12:00	421	352	56	6	7
13:00	421	352	47	16	6
14:00	467	384	56	17	10
15:00	452	393	51	5	3
16:00	490	422	56	9	3
17:00	491	444	42	1	4
18:00	348	322	21	4	1
19:00	221	196	20	3	2
20:00	153	143	8	1	1
21:00	135	127	8	0	0
22:00	81	72	8	0	1
23:00	34	27	7	0	0
Total					
12H(7-19)	5590	4747	654	112	77
16H(6-22)	6311	5379	714	130	88
18H(6-24)	6426	5478	729	130	89
24H(0-24)	6549	5575	747	136	91
AM Peak	08:00	08:00	07:00	07:00	09:00
	673	580	90	19	16
PM Peak	17:00	17:00	12:00	14:00	14:00
	491	444	56	17	10

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	34	23	8	1	2
01:00	19	15	4	0	0
02:00	11	9	2	0	0
03:00	18	15	3	0	0
04:00	32	22	7	2	1
05:00	108	93	8	6	1
06:00	329	259	44	17	9
07:00	896	733	129	21	13
08:00	1120	971	117	19	13
09:00	777	650	92	12	23
10:00	766	626	100	25	15
11:00	793	673	93	19	8
12:00	782	671	86	12	13
13:00	773	638	100	25	10
14:00	846	711	90	29	16
15:00	929	799	103	17	10
16:00	1068	946	99	15	8
17:00	984	898	79	1	6
18:00	656	609	39	4	4
19:00	437	396	34	3	4
20:00	306	285	17	2	2
21:00	229	217	12	0	0
22:00	138	126	11	0	1
23:00	79	70	9	0	0
Total					
12H(7-19)	10390	8925	1127	199	139
16H(6-22)	11691	10082	1234	221	154
18H(6-24)	11908	10278	1254	221	155
24H(0-24)	12130	10455	1286	230	159
AM Peak	08:00	08:00	07:00	10:00	09:00
	1120	971	129	25	23
PM Peak	16:00	16:00	15:00	14:00	14:00
	1068	946	103	29	16

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	24	21	2	1	0
01:00	18	15	3	0	0
02:00	23	18	4	1	0
03:00	12	7	4	1	0
04:00	9	7	1	0	1
05:00	47	40	5	1	1
06:00	107	86	16	4	1
07:00	322	277	41	2	2
08:00	396	354	35	3	4
09:00	374	307	45	15	7
10:00	357	304	38	10	5
11:00	411	351	43	8	9
12:00	395	346	36	8	5
13:00	369	326	32	6	5
14:00	403	336	44	13	10
15:00	494	424	55	8	7
16:00	567	506	52	5	4
17:00	525	486	35	3	1
18:00	344	325	16	0	3
19:00	240	223	15	0	2
20:00	167	159	7	0	1
21:00	104	97	6	1	0
22:00	65	61	4	0	0
23:00	33	28	5	0	0
Total					
12H(7-19)	4957	4342	472	81	62
16H(6-22)	5575	4907	516	86	66
18H(6-24)	5673	4996	525	86	66
24H(0-24)	5806	5104	544	90	68
AM Peak	11:00	08:00	09:00	09:00	11:00
	411	354	45	15	9
PM Peak	16:00	16:00	15:00	14:00	14:00
	567	506	55	13	10

360 TSL Ltd

Channel: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	30	22	4	2	2
01:00	15	9	3	3	0
02:00	7	6	0	1	0
03:00	8	5	3	0	0
04:00	17	12	4	1	0
05:00	71	51	15	4	1
06:00	186	147	31	2	6
07:00	537	436	73	20	8
08:00	669	573	77	11	8
09:00	492	428	51	7	6
10:00	378	319	50	5	4
11:00	443	374	53	8	8
12:00	414	345	53	9	7
13:00	443	384	39	13	7
14:00	465	400	51	8	6
15:00	497	425	59	7	6
16:00	448	392	49	5	2
17:00	509	462	38	4	5
18:00	390	353	33	3	1
19:00	246	229	15	0	2
20:00	179	165	13	0	1
21:00	139	126	11	2	0
22:00	81	70	11	0	0
23:00	49	42	7	0	0
Total					
12H(7-19)	5685	4891	626	100	68
16H(6-22)	6435	5558	696	104	77
18H(6-24)	6565	5670	714	104	77
24H(0-24)	6713	5775	743	115	80
AM Peak	08:00	08:00	08:00	07:00	07:00
	669	573	77	20	8
PM Peak	17:00	17:00	15:00	13:00	12:00
	509	462	59	13	7

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	54	43	6	3	2
01:00	33	24	6	3	0
02:00	30	24	4	2	0
03:00	20	12	7	1	0
04:00	26	19	5	1	1
05:00	118	91	20	5	2
06:00	293	233	47	6	7
07:00	859	713	114	22	10
08:00	1065	927	112	14	12
09:00	866	735	96	22	13
10:00	735	623	88	15	9
11:00	854	725	96	16	17
12:00	809	691	89	17	12
13:00	812	710	71	19	12
14:00	868	736	95	21	16
15:00	991	849	114	15	13
16:00	1015	898	101	10	6
17:00	1034	948	73	7	6
18:00	734	678	49	3	4
19:00	486	452	30	0	4
20:00	346	324	20	0	2
21:00	243	223	17	3	0
22:00	146	131	15	0	0
23:00	82	70	12	0	0
Total					
12H(7-19)	10642	9233	1098	181	130
16H(6-22)	12010	10465	1212	190	143
18H(6-24)	12238	10666	1239	190	143
24H(0-24)	12519	10879	1287	205	148
AM Peak	08:00	08:00	07:00	07:00	11:00
	1065	927	114	22	17
PM Peak	17:00	17:00	15:00	14:00	14:00
	1034	948	114	21	16

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	19	16	3	0	0
01:00	9	7	1	0	1
02:00	15	14	1	0	0
03:00	4	3	1	0	0
04:00	9	8	1	0	0
05:00	39	36	3	0	0
06:00	104	87	17	0	0
07:00	307	258	47	2	0
08:00	388	338	39	8	3
09:00	403	344	44	7	8
10:00	366	319	37	8	2
11:00	392	347	38	2	5
12:00	427	375	34	11	7
13:00	420	367	38	11	4
14:00	454	405	38	6	5
15:00	512	452	49	5	6
16:00	553	506	36	6	5
17:00	533	485	40	4	4
18:00	338	324	12	0	2
19:00	238	216	18	1	3
20:00	139	133	5	0	1
21:00	103	98	5	0	0
22:00	74	73	1	0	0
23:00	50	47	3	0	0
Total					
12H(7-19)	5093	4520	452	70	51
16H(6-22)	5677	5054	497	71	55
18H(6-24)	5801	5174	501	71	55
24H(0-24)	5896	5258	511	71	56
AM Peak	09:00	11:00	07:00	08:00	09:00
	403	347	47	8	8
PM Peak	16:00	16:00	15:00	12:00	12:00
	553	506	49	11	7

360 TSL Ltd

Channel: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	33	24	5	4	0
01:00	19	18	1	0	0
02:00	14	12	2	0	0
03:00	34	27	7	0	0
04:00	55	45	8	0	2
05:00	85	69	11	3	2
06:00	201	148	40	6	7
07:00	495	402	73	13	7
08:00	654	564	65	14	11
09:00	469	399	54	10	6
10:00	407	337	52	9	9
11:00	445	376	52	11	6
12:00	449	382	51	12	4
13:00	427	374	43	5	5
14:00	484	415	54	7	8
15:00	500	436	55	4	5
16:00	475	418	50	4	3
17:00	507	475	28	0	4
18:00	393	361	27	4	1
19:00	243	220	18	1	4
20:00	174	164	9	0	1
21:00	99	93	6	0	0
22:00	86	80	6	0	0
23:00	53	51	2	0	0
Total					
12H(7-19)	5705	4939	604	93	69
16H(6-22)	6422	5564	677	100	81
18H(6-24)	6561	5695	685	100	81
24H(0-24)	6801	5890	719	107	85
AM Peak	08:00	08:00	07:00	08:00	08:00
	654	564	73	14	11
PM Peak	17:00	17:00	15:00	12:00	14:00
	507	475	55	12	8

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	52	40	8	4	0
01:00	28	25	2	0	1
02:00	29	26	3	0	0
03:00	38	30	8	0	0
04:00	64	53	9	0	2
05:00	124	105	14	3	2
06:00	305	235	57	6	7
07:00	802	660	120	15	7
08:00	1042	902	104	22	14
09:00	872	743	98	17	14
10:00	773	656	89	17	11
11:00	837	723	90	13	11
12:00	876	757	85	23	11
13:00	847	741	81	16	9
14:00	938	820	92	13	13
15:00	1012	888	104	9	11
16:00	1028	924	86	10	8
17:00	1040	960	68	4	8
18:00	731	685	39	4	3
19:00	481	436	36	2	7
20:00	313	297	14	0	2
21:00	202	191	11	0	0
22:00	160	153	7	0	0
23:00	103	98	5	0	0
Total					
12H(7-19)	10798	9459	1056	163	120
16H(6-22)	12099	10618	1174	171	136
18H(6-24)	12362	10869	1186	171	136
24H(0-24)	12697	11148	1230	178	141
AM Peak	08:00	08:00	07:00	08:00	08:00
	1042	902	120	22	14
PM Peak	17:00	17:00	15:00	12:00	14:00
	1040	960	104	23	13

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	39	37	2	0	0
01:00	16	16	0	0	0
02:00	12	12	0	0	0
03:00	12	10	2	0	0
04:00	10	8	2	0	0
05:00	27	22	4	0	1
06:00	48	36	10	2	0
07:00	104	90	10	3	1
08:00	246	207	30	8	1
09:00	322	286	32	2	2
10:00	378	346	25	5	2
11:00	423	403	18	0	2
12:00	419	405	13	0	1
13:00	408	385	18	3	2
14:00	364	347	15	0	2
15:00	324	304	16	2	2
16:00	341	326	12	0	3
17:00	337	321	14	0	2
18:00	241	234	6	0	1
19:00	176	162	13	0	1
20:00	123	118	4	0	1
21:00	75	71	3	1	0
22:00	64	61	3	0	0
23:00	57	55	2	0	0
Total					
12H(7-19)	3907	3654	209	23	21
16H(6-22)	4329	4041	239	26	23
18H(6-24)	4450	4157	244	26	23
24H(0-24)	4566	4262	254	26	24
AM Peak	11:00	11:00	09:00	08:00	09:00
	423	403	32	8	2
PM Peak	12:00	12:00	13:00	13:00	16:00
	419	405	18	3	3

360 TSL Ltd

Channel: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	37	35	2	0	0
01:00	24	23	1	0	0
02:00	13	9	3	0	1
03:00	9	6	3	0	0
04:00	9	5	2	1	1
05:00	32	28	4	0	0
06:00	91	77	10	3	1
07:00	159	128	26	4	1
08:00	258	220	33	3	2
09:00	328	296	24	6	2
10:00	439	403	31	2	3
11:00	491	466	19	2	4
12:00	494	461	26	3	4
13:00	422	402	18	0	2
14:00	456	428	20	5	3
15:00	394	364	24	2	4
16:00	425	402	21	0	2
17:00	387	359	26	0	2
18:00	289	269	17	2	1
19:00	255	241	12	0	2
20:00	169	163	6	0	0
21:00	124	119	5	0	0
22:00	102	97	5	0	0
23:00	88	77	10	1	0
Total					
12H(7-19)	4542	4198	285	29	30
16H(6-22)	5181	4798	318	32	33
18H(6-24)	5371	4972	333	33	33
24H(0-24)	5495	5078	348	34	35
AM Peak	11:00	11:00	08:00	09:00	11:00
	491	466	33	6	4
PM Peak	12:00	12:00	12:00	14:00	12:00
	494	461	26	5	4

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	76	72	4	0	0
01:00	40	39	1	0	0
02:00	25	21	3	0	1
03:00	21	16	5	0	0
04:00	19	13	4	1	1
05:00	59	50	8	0	1
06:00	139	113	20	5	1
07:00	263	218	36	7	2
08:00	504	427	63	11	3
09:00	650	582	56	8	4
10:00	817	749	56	7	5
11:00	914	869	37	2	6
12:00	913	866	39	3	5
13:00	830	787	36	3	4
14:00	820	775	35	5	5
15:00	718	668	40	4	6
16:00	766	728	33	0	5
17:00	724	680	40	0	4
18:00	530	503	23	2	2
19:00	431	403	25	0	3
20:00	292	281	10	0	1
21:00	199	190	8	1	0
22:00	166	158	8	0	0
23:00	145	132	12	1	0
Total					
12H(7-19)	8449	7852	494	52	51
16H(6-22)	9510	8839	557	58	56
18H(6-24)	9821	9129	577	59	56
24H(0-24)	10061	9340	602	60	59
AM Peak	11:00	11:00	08:00	08:00	11:00
	914	869	63	11	6
PM Peak	12:00	12:00	15:00	14:00	15:00
	913	866	40	5	6

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	33	31	1	0	1
01:00	19	19	0	0	0
02:00	11	9	1	1	0
03:00	8	5	3	0	0
04:00	13	11	1	1	0
05:00	18	13	4	1	0
06:00	36	34	0	2	0
07:00	66	59	6	0	1
08:00	114	93	21	0	0
09:00	205	191	14	0	0
10:00	346	323	21	0	2
11:00	407	387	18	1	1
12:00	418	393	16	7	2
13:00	351	333	17	1	0
14:00	330	313	15	0	2
15:00	314	293	19	1	1
16:00	300	289	8	1	2
17:00	297	275	20	0	2
18:00	225	213	12	0	0
19:00	174	159	12	0	3
20:00	101	93	6	0	2
21:00	75	67	6	0	2
22:00	57	50	5	0	2
23:00	29	22	3	0	4
Total					
12H(7-19)	3373	3162	187	11	13
16H(6-22)	3759	3515	211	13	20
18H(6-24)	3845	3587	219	13	26
24H(0-24)	3947	3675	229	16	27
AM Peak	11:00	11:00	08:00	06:00	10:00
	407	387	21	2	2
PM Peak	12:00	12:00	17:00	12:00	23:00
	418	393	20	7	4

360 TSL Ltd

Channel: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	59	52	6	1	0
01:00	26	23	3	0	0
02:00	12	12	0	0	0
03:00	5	3	2	0	0
04:00	12	9	2	1	0
05:00	15	13	2	0	0
06:00	60	45	10	2	3
07:00	77	60	15	0	2
08:00	166	153	11	0	2
09:00	240	214	22	2	2
10:00	325	304	19	2	0
11:00	399	380	17	2	0
12:00	453	433	20	0	0
13:00	426	408	16	0	2
14:00	389	358	26	4	1
15:00	359	331	26	0	2
16:00	365	344	16	1	4
17:00	346	324	20	1	1
18:00	311	291	19	1	0
19:00	247	226	19	0	2
20:00	154	138	12	0	4
21:00	82	75	3	0	4
22:00	68	60	3	0	5
23:00	33	28	3	1	1
Total					
12H(7-19)	3856	3600	227	13	16
16H(6-22)	4399	4084	271	15	29
18H(6-24)	4500	4172	277	16	35
24H(0-24)	4629	4284	292	18	35
AM Peak	11:00	11:00	09:00	06:00	06:00
	399	380	22	2	3
PM Peak	12:00	12:00	14:00	14:00	22:00
	453	433	26	4	5

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	92	83	7	1	1
01:00	45	42	3	0	0
02:00	23	21	1	1	0
03:00	13	8	5	0	0
04:00	25	20	3	2	0
05:00	33	26	6	1	0
06:00	96	79	10	4	3
07:00	143	119	21	0	3
08:00	280	246	32	0	2
09:00	445	405	36	2	2
10:00	671	627	40	2	2
11:00	806	767	35	3	1
12:00	871	826	36	7	2
13:00	777	741	33	1	2
14:00	719	671	41	4	3
15:00	673	624	45	1	3
16:00	665	633	24	2	6
17:00	643	599	40	1	3
18:00	536	504	31	1	0
19:00	421	385	31	0	5
20:00	255	231	18	0	6
21:00	157	142	9	0	6
22:00	125	110	8	0	7
23:00	62	50	6	1	5
Total					
12H(7-19)	7229	6762	414	24	29
16H(6-22)	8158	7599	482	28	49
18H(6-24)	8345	7759	496	29	61
24H(0-24)	8576	7959	521	34	62
AM Peak	11:00	11:00	10:00	06:00	06:00
	806	767	40	4	3
PM Peak	12:00	12:00	15:00	12:00	22:00
	871	826	45	7	7

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	16	16	0	0	0
01:00	11	8	3	0	0
02:00	12	9	3	0	0
03:00	10	8	2	0	0
04:00	11	8	3	0	0
05:00	36	30	4	1	1
06:00	102	79	19	1	3
07:00	300	251	42	0	7
08:00	427	371	45	7	4
09:00	344	294	42	5	3
10:00	315	272	25	10	8
11:00	303	258	30	9	6
12:00	352	291	42	13	6
13:00	318	259	45	6	8
14:00	360	302	38	14	6
15:00	356	298	48	4	6
16:00	424	366	44	10	4
17:00	363	337	21	3	2
18:00	238	221	14	1	2
19:00	196	182	10	1	3
20:00	137	129	7	0	1
21:00	66	62	4	0	0
22:00	51	49	2	0	0
23:00	25	25	0	0	0
Total					
12H(7-19)	4100	3520	436	82	62
16H(6-22)	4601	3972	476	84	69
18H(6-24)	4677	4046	478	84	69
24H(0-24)	4773	4125	493	85	70
AM Peak	08:00	08:00	08:00	10:00	10:00
	427	371	45	10	8
PM Peak	16:00	16:00	15:00	14:00	13:00
	424	366	48	14	8

360 TSL Ltd

Channel: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	18	14	2	0	2
01:00	11	8	3	0	0
02:00	3	3	0	0	0
03:00	13	9	3	1	0
04:00	9	4	4	1	0
05:00	54	46	6	2	0
06:00	189	134	41	7	7
07:00	563	441	99	12	11
08:00	659	555	77	14	13
09:00	465	393	54	9	9
10:00	391	310	58	16	7
11:00	350	295	40	10	5
12:00	409	331	52	20	6
13:00	370	304	47	11	8
14:00	318	264	45	4	5
15:00	329	291	27	6	5
16:00	382	340	39	1	2
17:00	391	357	30	2	2
18:00	330	302	24	2	2
19:00	275	250	20	2	3
20:00	136	129	6	0	1
21:00	115	105	9	0	1
22:00	66	57	9	0	0
23:00	33	29	4	0	0
Total					
12H(7-19)	4957	4183	592	107	75
16H(6-22)	5672	4801	668	116	87
18H(6-24)	5771	4887	681	116	87
24H(0-24)	5879	4971	699	120	89
AM Peak	08:00	08:00	07:00	10:00	08:00
	659	555	99	16	13
PM Peak	12:00	17:00	12:00	12:00	13:00
	409	357	52	20	8

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	34	30	2	0	2
01:00	22	16	6	0	0
02:00	15	12	3	0	0
03:00	23	17	5	1	0
04:00	20	12	7	1	0
05:00	90	76	10	3	1
06:00	291	213	60	8	10
07:00	863	692	141	12	18
08:00	1086	926	122	21	17
09:00	809	687	96	14	12
10:00	706	582	83	26	15
11:00	653	553	70	19	11
12:00	761	622	94	33	12
13:00	688	563	92	17	16
14:00	678	566	83	18	11
15:00	685	589	75	10	11
16:00	806	706	83	11	6
17:00	754	694	51	5	4
18:00	568	523	38	3	4
19:00	471	432	30	3	6
20:00	273	258	13	0	2
21:00	181	167	13	0	1
22:00	117	106	11	0	0
23:00	58	54	4	0	0
Total					
12H(7-19)	9057	7703	1028	189	137
16H(6-22)	10273	8773	1144	200	156
18H(6-24)	10448	8933	1159	200	156
24H(0-24)	10652	9096	1192	205	159
AM Peak	08:00	08:00	07:00	10:00	07:00
	1086	926	141	26	18
PM Peak	16:00	16:00	12:00	12:00	13:00
	806	706	94	33	16

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	14	49.5	41.8	5.5	0	0	0	0	7	4	1	2	0	0	0	0
01:00	6	50.5	41.7	5.8	0	0	0	0	3	2	0	1	0	0	0	0
02:00	11	53.4	46.8	7.9	0	0	0	0	2	3	3	2	0	1	0	0
03:00	6	53.9	49.2	6.1	0	0	0	0	1	0	1	4	0	0	0	0
04:00	11	56.8	46.8	9.4	0	0	0	1	1	4	1	2	1	1	0	0
05:00	51	54.0	45.3	8.2	0	0	1	3	8	16	9	8	4	2	0	0
06:00	109	47.8	42.4	5.3	0	0	1	2	33	47	17	6	3	0	0	0
07:00	319	44.5	39.8	4.9	0	0	7	33	127	117	28	6	1	0	0	0
08:00	447	44.4	40.0	4.5	0	0	2	38	203	154	45	4	0	0	1	0
09:00	324	43.8	39.4	4.3	0	0	2	29	170	99	19	3	1	1	0	0
10:00	359	43.7	38.0	6.9	0	17	9	37	151	122	17	5	1	0	0	0
11:00	327	45.9	40.6	5.1	0	0	2	30	133	106	40	14	2	0	0	0
12:00	371	43.9	39.2	5.0	0	2	10	31	173	127	23	3	2	0	0	0
13:00	349	44.9	40.2	4.8	0	0	5	25	150	120	39	9	1	0	0	0
14:00	408	44.4	39.7	4.7	0	1	4	33	193	133	40	1	2	1	0	0
15:00	502	43.7	38.9	4.8	0	2	12	60	231	165	28	2	2	0	0	0
16:00	524	44.3	39.4	5.5	0	0	27	38	231	175	39	11	2	1	0	0
17:00	524	44.6	40.1	5.2	0	1	16	37	186	225	49	7	2	1	0	0
18:00	364	45.0	40.9	5.4	0	1	3	29	124	152	41	8	3	3	0	0
19:00	226	47.0	41.7	6.2	0	0	0	14	85	80	33	10	1	1	1	1
20:00	163	47.6	41.7	5.8	0	0	0	14	53	59	24	8	4	1	0	0
21:00	86	47.2	41.9	5.7	0	0	1	1	34	31	14	2	2	1	0	0
22:00	54	48.5	42.7	4.8	0	0	0	0	17	24	7	6	0	0	0	0
23:00	45	50.3	41.8	7.5	0	0	0	8	13	12	5	5	1	1	0	0
Total																
2H(10-12)	686	44.5	39.2	6.3	0	17	11	67	284	228	57	19	3	0	0	0
2H(14-16)	910	44.0	39.2	4.8	0	3	16	93	424	298	68	3	4	1	0	0
12H(7-19)	4818	44.4	39.7	5.2	0	24	99	420	2072	1695	408	73	19	7	1	0
24H(0-24)	5600	44.7	40.0	5.4	0	24	102	463	2329	1977	523	129	35	15	2	1
AM Peak	08:00	04:00	03:00	04:00	00:00	10:00	10:00	08:00	08:00	08:00	08:00	11:00	05:00	05:00	08:00	00:00
	447	**56.8**	**49.2**	**9.4**	**0**	**17**	**9**	**38**	**203**	**154**	**45**	**14**	**4**	**2**	**1**	**0**
PM Peak	16:00	23:00	22:00	23:00	12:00	12:00	16:00	15:00	15:00	17:00	17:00	16:00	20:00	18:00	19:00	19:00
	524	**50.3**	**42.7**	**7.5**	**0**	**2**	**27**	**60**	**231**	**225**	**49**	**11**	**4**	**3**	**1**	**1**

360 TSL Ltd

Channel: **Westbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	14	47.3	40.4	5.8	0	0	0	2	6	3	2	1	0	0	0	0
01:00	4	64.0	50.6	9.9	0	0	0	0	0	1	2	0	0	1	0	0
02:00	8	47.0	38.1	6.8	0	0	0	4	1	1	2	0	0	0	0	0
03:00	10	52.5	45.8	11.8	0	0	0	1	2	3	2	1	0	0	1	0
04:00	17	48.1	43.8	6.5	0	0	0	0	4	8	4	0	0	1	0	0
05:00	58	47.8	41.6	6.0	0	0	0	7	17	22	6	4	2	0	0	0
06:00	202	46.2	38.1	8.3	0	4	26	27	65	45	20	11	4	0	0	0
07:00	534	43.6	38.6	4.7	0	1	5	89	265	131	36	6	0	1	0	0
08:00	667	43.4	38.6	4.5	0	0	9	104	343	162	38	10	1	0	0	0
09:00	441	43.8	38.9	4.9	0	0	5	63	228	103	29	10	3	0	0	0
10:00	370	44.0	38.6	5.8	0	2	16	52	167	97	30	4	0	2	0	0
11:00	391	43.7	38.3	5.3	0	0	16	76	162	105	27	4	1	0	0	0
12:00	400	43.0	38.1	4.6	0	1	5	80	199	92	20	1	2	0	0	0
13:00	399	43.8	37.4	6.8	0	2	50	62	148	101	28	7	0	0	1	0
14:00	442	43.5	38.6	4.7	0	1	3	75	223	105	27	7	1	0	0	0
15:00	431	43.8	39.1	4.4	0	0	4	60	196	139	26	6	0	0	0	0
16:00	467	43.8	38.9	5.2	0	0	11	69	215	134	26	10	1	0	1	0
17:00	530	44.1	39.3	4.6	0	0	0	76	249	153	41	9	1	1	0	0
18:00	359	44.5	39.3	6.5	0	1	17	41	149	108	31	6	3	2	0	1
19:00	255	44.2	39.1	6.3	0	0	6	50	100	73	17	5	2	1	0	1
20:00	182	45.6	39.8	5.6	0	1	3	24	70	54	24	6	0	0	0	0
21:00	93	46.8	40.8	6.3	0	0	1	18	21	35	11	4	3	0	0	0
22:00	60	54.2	44.0	9.0	0	0	1	6	13	21	5	6	4	4	0	0
23:00	34	48.3	43.1	9.7	0	0	0	3	11	11	6	1	0	1	0	1
Total																
2H(10-12)	761	43.9	38.4	5.5	0	2	32	128	329	202	57	8	1	2	0	0
2H(14-16)	873	43.7	38.9	4.6	0	1	7	135	419	244	53	13	1	0	0	0
12H(7-19)	5431	43.8	38.7	5.2	0	8	141	847	2544	1430	359	80	13	6	2	1
24H(0-24)	6368	44.0	38.9	5.5	0	13	178	989	2854	1707	460	119	28	14	3	3
AM Peak	08:00	01:00	01:00	03:00	00:00	06:00	06:00	08:00	08:00	08:00	08:00	06:00	06:00	10:00	03:00	00:00
	667	**64.0**	**50.6**	**11.8**	**0**	**4**	**26**	**104**	**343**	**162**	**38**	**11**	**4**	**2**	**1**	**0**
PM Peak	17:00	22:00	22:00	23:00	12:00	13:00	13:00	12:00	17:00	17:00	17:00	16:00	22:00	22:00	13:00	18:00
	530	**54.2**	**44.0**	**9.7**	**0**	**2**	**50**	**80**	**249**	**153**	**41**	**10**	**4**	**4**	**1**	**1**

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	28	48.0	41.1	5.6	0	0	0	2	13	7	3	3	0	0	0	0
01:00	10	52.5	45.3	8.5	0	0	0	0	3	3	2	1	0	1	0	0
02:00	19	50.4	43.2	8.5	0	0	0	4	3	4	5	2	0	1	0	0
03:00	16	53.6	47.0	9.9	0	0	0	1	3	3	3	5	0	0	1	0
04:00	28	52.0	45.0	7.7	0	0	0	1	5	12	5	2	1	2	0	0
05:00	109	51.5	43.3	7.3	0	0	1	10	25	38	15	12	6	2	0	0
06:00	311	46.9	39.6	7.7	0	4	27	29	98	92	37	17	7	0	0	0
07:00	853	44.0	39.1	4.8	0	1	12	122	392	248	64	12	1	1	0	0
08:00	1114	43.9	39.1	4.6	0	0	11	142	546	316	83	14	1	0	1	0
09:00	765	43.8	39.1	4.6	0	0	7	92	398	202	48	13	4	1	0	0
10:00	729	43.9	38.3	6.4	0	19	25	89	318	219	47	9	1	2	0	0
11:00	718	44.5	39.3	5.3	0	0	18	106	295	211	67	18	3	0	0	0
12:00	771	43.5	38.6	4.8	0	3	15	111	372	219	43	4	4	0	0	0
13:00	748	44.4	38.7	6.2	0	2	55	87	298	221	67	16	1	0	1	0
14:00	850	44.0	39.1	4.7	0	2	7	108	416	238	67	8	3	1	0	0
15:00	933	43.8	39.0	4.6	0	2	16	120	427	304	54	8	2	0	0	0
16:00	991	44.1	39.1	5.3	0	0	38	107	446	309	65	21	3	1	1	0
17:00	1054	44.4	39.7	4.9	0	1	16	113	435	378	90	16	3	2	0	0
18:00	723	44.8	40.1	6.0	0	2	20	70	273	260	72	14	6	5	0	1
19:00	481	45.1	40.3	6.4	0	0	6	64	185	153	50	15	3	2	1	2
20:00	345	46.6	40.7	5.8	0	1	3	38	123	113	48	14	4	1	0	0
21:00	179	47.0	41.3	6.0	0	0	2	19	55	66	25	6	5	1	0	0
22:00	114	51.2	43.4	7.3	0	0	1	6	30	45	12	12	4	4	0	0
23:00	79	49.2	42.3	8.5	0	0	0	11	24	23	11	6	1	2	0	1
Total																
2H(10-12)	1447	44.2	38.8	5.9	0	19	43	195	613	430	114	27	4	2	0	0
2H(14-16)	1783	43.9	39.1	4.7	0	4	23	228	843	542	121	16	5	1	0	0
12H(7-19)	10249	44.1	39.1	5.2	0	32	240	1267	4616	3125	767	153	32	13	3	1
24H(0-24)	11968	44.4	39.4	5.5	0	37	280	1452	5183	3684	983	248	63	29	5	4
AM Peak	08:00	03:00	03:00	03:00	00:00	10:00	06:00	08:00	08:00	08:00	08:00	11:00	06:00	04:00	03:00	00:00
	1114	**53.6**	**47.0**	**9.9**	**0**	**19**	**27**	**142**	**546**	**316**	**83**	**18**	**7**	**2**	**1**	**0**
PM Peak	17:00	22:00	22:00	23:00	12:00	12:00	13:00	15:00	16:00	17:00	17:00	16:00	18:00	18:00	13:00	19:00
	1054	**51.2**	**43.4**	**8.5**	**0**	**3**	**55**	**120**	**446**	**378**	**90**	**21**	**6**	**5**	**1**	**2**

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	11	53.4	45.2	8.5	0	0	0	2	2	0	2	5	0	0	0	0
01:00	12	55.5	45.4	7.5	0	0	0	0	4	2	3	1	2	0	0	0
02:00	4	57.0	47.5	8.2	0	0	0	0	1	0	2	0	1	0	0	0
03:00	12	53.0	45.8	6.2	0	0	0	0	2	4	3	2	1	0	0	0
04:00	14	52.9	45.7	6.7	0	0	0	1	2	3	3	5	0	0	0	0
05:00	46	53.2	45.1	8.3	0	0	1	4	7	11	11	8	2	2	0	0
06:00	117	49.0	42.7	6.9	0	0	2	5	35	43	18	7	6	0	1	0
07:00	312	44.4	39.3	5.3	0	0	9	43	130	95	27	6	2	0	0	0
08:00	447	44.0	38.9	6.0	1	6	7	57	206	129	29	6	4	2	0	0
09:00	347	44.3	39.3	5.0	0	0	7	46	156	99	32	6	1	0	0	0
10:00	344	44.2	39.7	5.1	0	0	9	31	144	130	19	7	4	0	0	0
11:00	402	44.4	40.0	4.3	0	0	1	40	167	153	36	5	0	0	0	0
12:00	361	44.6	40.5	4.6	0	0	4	24	137	153	33	8	2	0	0	0
13:00	352	44.6	39.5	5.7	0	0	12	47	135	114	32	6	6	0	0	0
14:00	379	44.5	39.6	5.2	0	0	8	46	160	120	37	3	5	0	0	0
15:00	477	44.0	39.3	4.5	0	0	7	56	219	153	38	3	1	0	0	0
16:00	578	44.4	40.1	4.8	0	0	3	54	246	212	43	16	3	1	0	0
17:00	493	44.7	40.2	5.6	0	1	14	37	185	194	48	8	4	1	1	0
18:00	308	45.8	41.3	5.1	0	0	0	21	107	129	31	17	1	2	0	0
19:00	216	44.9	40.8	6.2	0	1	2	19	73	91	19	9	0	1	0	1
20:00	153	46.7	40.8	6.3	0	0	7	11	49	57	18	9	1	1	0	0
21:00	94	47.3	41.6	5.9	0	0	2	6	27	39	13	4	3	0	0	0
22:00	57	48.6	42.1	6.2	0	0	0	2	25	15	9	4	1	1	0	0
23:00	45	49.1	43.3	6.0	0	0	0	2	11	17	10	4	0	1	0	0
Total																
2H(10-12)	746	44.3	39.8	4.7	0	0	10	71	311	283	55	12	4	0	0	0
2H(14-16)	856	44.2	39.4	4.8	0	0	15	102	379	273	75	6	6	0	0	0
12H(7-19)	4800	44.5	39.8	5.1	1	7	81	502	1992	1681	405	91	33	6	1	0
24H(0-24)	5581	44.7	40.1	5.4	1	8	95	554	2230	1963	516	149	50	12	2	1
AM Peak	08:00	02:00	02:00	00:00	08:00	08:00	07:00	08:00	08:00	11:00	11:00	05:00	06:00	05:00	06:00	00:00
	447	**57.0**	**47.5**	**8.5**	**1**	**6**	**9**	**57**	**206**	**153**	**36**	**8**	**6**	**2**	**1**	**0**
PM Peak	16:00	23:00	23:00	20:00	12:00	17:00	17:00	15:00	16:00	16:00	17:00	18:00	13:00	18:00	17:00	19:00
	578	**49.1**	**43.3**	**6.3**	**0**	**1**	**14**	**56**	**246**	**212**	**48**	**17**	**6**	**2**	**1**	**1**

360 TSL Ltd

Channel: **Westbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	23	50.9	41.3	7.8	0	0	1	4	4	9	1	3	1	0	0	0
01:00	7	53.3	44.6	8.1	0	0	0	1	1	2	0	3	0	0	0	0
02:00	7	57.4	43.9	10.3	0	0	0	1	3	0	1	0	2	0	0	0
03:00	6	47.8	41.7	5.8	0	0	0	1	1	2	2	0	0	0	0	0
04:00	18	51.5	43.9	10.1	0	1	0	1	0	10	3	1	1	1	0	0
05:00	62	51.7	40.8	9.9	0	0	11	3	13	16	7	8	3	1	0	0
06:00	212	47.5	38.4	9.9	1	13	15	22	78	40	22	12	6	3	0	0
07:00	584	43.3	37.7	6.0	0	1	49	88	259	151	25	7	2	1	1	0
08:00	673	43.6	38.9	4.7	1	0	7	91	339	184	43	5	2	1	0	0
09:00	430	44.2	39.2	4.9	0	0	7	55	205	116	37	9	1	0	0	0
10:00	422	42.7	37.7	5.1	0	0	11	101	200	86	17	6	0	0	1	0
11:00	391	43.5	38.7	4.3	0	0	7	48	204	106	23	3	0	0	0	0
12:00	421	43.0	37.7	5.7	1	1	22	76	206	86	23	2	3	1	0	0
13:00	421	43.4	37.9	6.3	0	5	22	72	186	106	21	5	1	2	1	0
14:00	467	43.3	38.5	4.3	0	0	8	66	246	118	25	4	0	0	0	0
15:00	452	44.0	39.0	4.8	0	0	10	65	199	139	33	6	0	0	0	0
16:00	490	43.6	38.5	5.2	0	1	16	71	237	128	29	3	4	1	0	0
17:00	491	44.1	39.7	4.9	0	0	5	44	238	158	31	11	2	1	1	0
18:00	348	45.4	39.5	7.3	0	2	17	50	129	95	34	13	4	3	0	1
19:00	221	44.1	39.3	5.7	0	2	2	29	102	64	15	3	3	1	0	0
20:00	153	46.9	40.6	7.2	0	0	7	17	47	52	19	9	1	0	0	1
21:00	135	44.7	39.6	5.6	0	0	4	16	58	39	12	5	1	0	0	0
22:00	81	46.6	40.9	6.5	0	0	0	7	38	21	9	4	1	0	1	0
23:00	34	47.9	41.5	8.0	0	0	0	7	9	10	5	1	0	2	0	0
Total																
2H(10-12)	813	43.1	38.2	4.8	0	0	18	149	404	192	40	9	0	0	1	0
2H(14-16)	919	43.6	38.7	4.6	0	0	18	131	445	257	58	10	0	0	0	0
12H(7-19)	5590	43.7	38.6	5.3	2	10	181	827	2648	1473	341	74	19	10	4	1
24H(0-24)	6549	44.0	38.8	5.8	3	26	221	936	3002	1738	437	123	38	18	5	2
AM Peak	08:00	02:00	01:00	02:00	06:00	06:00	07:00	10:00	08:00	08:00	08:00	06:00	06:00	06:00	07:00	00:00
	673	**57.4**	**44.6**	**10.3**	**1**	**13**	**49**	**101**	**339**	**184**	**43**	**12**	**6**	**3**	**1**	**0**
PM Peak	17:00	23:00	23:00	23:00	12:00	13:00	12:00	12:00	14:00	17:00	18:00	18:00	16:00	18:00	13:00	18:00
	491	**47.9**	**41.5**	**8.0**	**1**	**5**	**22**	**76**	**246**	**158**	**34**	**13**	**4**	**3**	**1**	**1**

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	34	52.4	42.6	8.1	0	0	1	6	6	9	3	8	1	0	0	0
01:00	19	53.9	45.1	7.5	0	0	0	1	5	4	3	4	2	0	0	0
02:00	11	57.3	45.2	9.3	0	0	0	1	4	0	3	0	3	0	0	0
03:00	18	50.8	44.4	6.2	0	0	0	1	3	6	5	2	1	0	0	0
04:00	32	52.7	44.7	8.7	0	1	0	2	2	13	6	6	1	1	0	0
05:00	108	52.4	42.6	9.5	0	0	12	7	20	27	18	16	5	3	0	0
06:00	329	48.2	39.9	9.2	1	13	17	27	113	83	40	19	12	3	1	0
07:00	896	43.7	38.3	5.8	0	1	58	131	389	246	52	13	4	1	1	0
08:00	1120	43.8	38.9	5.2	2	6	14	148	545	313	72	11	6	3	0	0
09:00	777	44.3	39.2	4.9	0	0	14	101	361	215	69	15	2	0	0	0
10:00	766	43.6	38.6	5.2	0	0	20	132	344	216	36	13	4	0	1	0
11:00	793	44.0	39.3	4.3	0	0	8	88	371	259	59	8	0	0	0	0
12:00	782	44.1	39.0	5.4	1	1	26	100	343	239	56	10	5	1	0	0
13:00	773	44.0	38.7	6.1	0	5	34	119	321	220	53	11	7	2	1	0
14:00	846	43.9	39.0	4.8	0	0	16	112	406	238	62	7	5	0	0	0
15:00	929	44.0	39.1	4.6	0	0	17	121	418	292	71	9	1	0	0	0
16:00	1068	44.1	39.4	5.0	0	1	19	125	483	340	72	19	7	2	0	0
17:00	984	44.4	40.0	5.3	0	1	19	81	423	352	79	19	6	2	2	0
18:00	656	45.6	40.4	6.4	0	2	17	71	236	224	65	30	5	5	0	1
19:00	437	44.6	40.0	6.0	0	3	4	48	175	155	34	12	3	2	0	1
20:00	306	46.8	40.7	6.8	0	0	14	28	96	109	37	18	2	1	0	1
21:00	229	45.7	40.4	5.8	0	0	6	22	85	78	25	9	4	0	0	0
22:00	138	47.6	41.4	6.4	0	0	0	9	63	36	18	8	2	1	1	0
23:00	79	48.7	42.5	7.0	0	0	0	9	20	27	15	5	0	3	0	0
Total																
2H(10-12)	1559	43.8	39.0	4.8	0	0	28	220	715	475	95	21	4	0	1	0
2H(14-16)	1775	44.0	39.1	4.7	0	0	33	233	824	530	133	16	6	0	0	0
12H(7-19)	10390	44.1	39.1	5.3	3	17	262	1329	4640	3154	746	165	52	16	5	1
24H(0-24)	12130	44.4	39.4	5.7	4	34	316	1490	5232	3701	953	272	88	30	7	3
AM Peak	08:00	02:00	02:00	05:00	08:00	06:00	07:00	08:00	08:00	08:00	08:00	06:00	06:00	05:00	06:00	00:00
	1120	**57.3**	**45.2**	**9.5**	**2**	**13**	**58**	**148**	**545**	**313**	**72**	**19**	**12**	**3**	**1**	**0**
PM Peak	16:00	23:00	23:00	23:00	12:00	13:00	13:00	16:00	16:00	17:00	17:00	18:00	13:00	18:00	17:00	18:00
	1068	**48.7**	**42.5**	**7.0**	**1**	**5**	**34**	**125**	**483**	**352**	**79**	**30**	**7**	**5**	**2**	**1**

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	24	48.4	42.9	5.1	0	0	0	2	3	12	5	2	0	0	0	0
01:00	18	64.3	50.3	12.7	0	0	0	1	1	6	3	3	0	3	0	1
02:00	23	49.2	44.0	4.9	0	0	0	0	6	6	9	2	0	0	0	0
03:00	12	54.0	45.8	7.5	0	0	0	0	4	2	1	4	1	0	0	0
04:00	9	52.8	44.7	7.5	0	0	0	1	2	1	2	3	0	0	0	0
05:00	47	52.5	44.9	8.3	0	0	0	5	9	9	14	6	3	0	1	0
06:00	107	49.4	44.4	5.7	0	0	0	2	17	44	32	9	2	0	1	0
07:00	322	43.7	38.3	5.7	0	0	16	58	139	83	15	10	0	1	0	0
08:00	396	43.9	38.9	5.3	1	1	7	56	182	114	26	7	2	0	0	0
09:00	374	44.7	39.8	5.3	0	0	5	48	155	117	39	7	2	0	1	0
10:00	357	44.2	39.4	5.3	0	1	9	44	140	130	22	9	2	0	0	0
11:00	411	44.1	39.2	5.6	0	3	8	46	195	119	25	10	4	1	0	0
12:00	395	44.3	39.2	5.4	1	1	3	74	143	131	32	10	0	0	0	0
13:00	369	44.8	38.6	6.9	0	4	17	61	155	80	42	7	0	2	0	1
14:00	403	44.3	39.4	5.2	0	0	15	39	173	134	33	8	1	0	0	0
15:00	494	44.1	38.9	5.0	0	0	16	68	215	146	44	5	0	0	0	0
16:00	567	44.5	39.9	4.9	0	0	13	54	210	230	50	8	1	1	0	0
17:00	525	44.5	39.0	5.8	0	1	26	81	187	169	49	11	1	0	0	0
18:00	344	46.6	41.9	5.0	0	0	1	11	112	153	48	11	7	1	0	0
19:00	240	45.9	40.6	5.5	0	0	4	20	92	83	29	10	1	1	0	0
20:00	167	48.5	42.0	6.8	0	0	1	12	60	55	20	12	4	2	1	0
21:00	104	49.3	43.4	6.3	0	0	1	1	29	42	18	7	4	2	0	0
22:00	65	48.4	42.0	6.4	0	0	1	6	18	22	12	5	0	1	0	0
23:00	33	50.1	40.9	7.3	0	0	1	7	7	9	4	5	0	0	0	0
Total																
2H(10-12)	768	44.2	39.3	5.4	0	4	17	90	335	249	47	19	6	1	0	0
2H(14-16)	897	44.2	39.1	5.1	0	0	31	107	388	280	77	13	1	0	0	0
12H(7-19)	4957	44.4	39.4	5.5	2	11	136	640	2006	1606	425	103	20	6	1	1
24H(0-24)	5806	44.8	39.8	5.8	2	11	144	697	2254	1897	574	171	35	15	4	2
AM Peak	11:00	01:00	01:00	01:00	08:00	11:00	07:00	07:00	11:00	10:00	09:00	07:00	11:00	01:00	05:00	01:00
	411	**64.3**	**50.3**	**12.7**	**1**	**3**	**16**	**58**	**195**	**130**	**39**	**10**	**4**	**3**	**1**	**1**
PM Peak	16:00	23:00	21:00	23:00	12:00	13:00	17:00	17:00	15:00	16:00	16:00	20:00	18:00	13:00	20:00	13:00
	567	**50.1**	**43.4**	**7.3**	**1**	**4**	**26**	**81**	**215**	**230**	**50**	**12**	**7**	**2**	**1**	**1**

360 TSL Ltd

Channel: **Westbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	30	44.2	40.2	3.9	0	0	0	3	10	15	2	0	0	0	0	0
01:00	15	49.4	42.0	8.5	0	0	0	2	6	3	2	1	0	1	0	0
02:00	7	44.9	36.1	10.2	0	0	2	2	0	2	0	1	0	0	0	0
03:00	8	49.0	42.5	5.3	0	0	0	0	3	3	1	1	0	0	0	0
04:00	17	44.5	39.9	5.0	0	0	0	2	8	5	1	1	0	0	0	0
05:00	71	46.1	39.8	6.3	0	0	3	8	29	18	11	1	0	1	0	0
06:00	186	46.1	37.6	10.9	10	9	5	19	60	51	18	10	2	2	0	0
07:00	537	44.0	38.1	6.6	0	8	27	97	215	137	37	13	1	1	1	0
08:00	669	41.8	36.2	6.8	7	18	31	150	321	118	15	6	1	2	0	0
09:00	492	43.4	38.5	4.8	0	0	4	103	224	128	25	4	3	1	0	0
10:00	378	43.2	38.1	5.1	0	0	10	73	189	78	19	6	3	0	0	0
11:00	443	42.7	37.6	5.8	1	3	12	98	209	100	11	3	4	1	1	0
12:00	414	43.0	37.9	4.8	0	0	12	85	199	94	17	7	0	0	0	0
13:00	443	43.3	37.9	5.8	2	6	9	75	218	102	23	7	1	0	0	0
14:00	465	43.1	38.2	4.3	0	0	5	96	216	125	21	2	0	0	0	0
15:00	497	43.2	38.0	5.4	1	4	14	84	233	134	21	4	1	1	0	0
16:00	448	43.9	38.2	6.4	1	5	26	61	197	117	30	6	4	1	0	0
17:00	509	44.2	39.9	4.9	0	0	1	51	239	167	38	8	2	2	1	0
18:00	390	44.1	39.3	5.5	0	2	12	38	171	131	24	9	2	1	0	0
19:00	246	44.3	38.7	6.8	0	0	19	30	109	59	19	5	1	4	0	0
20:00	179	45.7	40.5	6.4	0	0	2	23	72	53	15	7	5	2	0	0
21:00	139	46.5	40.2	6.9	0	1	2	25	41	44	17	7	1	0	1	0
22:00	81	45.9	39.2	7.1	0	0	7	10	30	20	10	3	0	1	0	0
23:00	49	47.8	41.5	6.1	0	0	0	7	14	15	10	1	2	0	0	0
Total																
2H(10-12)	821	42.9	37.9	5.5	1	3	22	171	398	178	30	9	7	1	1	0
2H(14-16)	962	43.2	38.1	4.9	1	4	19	180	449	259	42	6	1	1	0	0
12H(7-19)	5685	43.4	38.1	5.7	12	46	163	1011	2631	1431	281	75	22	10	3	0
24H(0-24)	6713	43.7	38.3	6.0	22	56	203	1142	3013	1719	387	113	33	21	4	0
AM Peak	08:00	01:00	03:00	06:00	06:00	08:00	08:00	08:00	08:00	07:00	07:00	07:00	11:00	06:00	07:00	00:00
	669	**49.4**	**42.5**	**10.9**	**10**	**18**	**31**	**150**	**321**	**137**	**37**	**13**	**4**	**2**	**1**	**0**
PM Peak	17:00	23:00	23:00	22:00	13:00	13:00	16:00	14:00	17:00	17:00	17:00	18:00	20:00	19:00	17:00	12:00
	509	**47.8**	**41.5**	**7.1**	**2**	**6**	**26**	**96**	**239**	**167**	**38**	**9**	**5**	**4**	**1**	**0**

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	54	45.6	41.4	4.6	0	0	0	5	13	27	7	2	0	0	0	0
01:00	33	60.1	46.5	11.6	0	0	0	3	7	9	5	4	0	4	0	1
02:00	30	49.2	42.2	7.2	0	0	2	2	6	8	9	3	0	0	0	0
03:00	20	53.0	44.5	6.8	0	0	0	0	7	5	2	5	1	0	0	0
04:00	26	50.1	41.5	6.3	0	0	0	3	10	6	3	4	0	0	0	0
05:00	118	48.9	41.8	7.6	0	0	3	13	38	27	25	7	3	1	1	0
06:00	293	48.2	40.1	9.9	10	9	5	21	77	95	50	19	4	2	1	0
07:00	859	43.9	38.2	6.2	0	8	43	155	354	220	52	23	1	2	1	0
08:00	1065	42.8	37.2	6.4	8	19	38	206	503	232	41	13	3	2	0	0
09:00	866	44.0	39.0	5.1	0	0	9	151	379	245	64	11	5	1	1	0
10:00	735	43.8	38.8	5.2	0	1	19	117	329	208	41	15	5	0	0	0
11:00	854	43.4	38.4	5.7	1	6	20	144	404	219	36	13	8	2	1	0
12:00	809	43.8	38.5	5.1	1	1	15	159	342	225	49	17	0	0	0	0
13:00	812	43.9	38.2	6.3	2	10	26	136	373	182	65	14	1	2	0	1
14:00	868	43.7	38.7	4.8	0	0	20	135	389	259	54	10	1	0	0	0
15:00	991	43.7	38.5	5.2	1	4	30	152	448	280	65	9	1	1	0	0
16:00	1015	44.3	39.2	5.7	1	5	39	115	407	347	80	14	5	2	0	0
17:00	1034	44.4	39.4	5.4	0	1	27	132	426	336	87	19	3	2	1	0
18:00	734	44.9	40.5	5.4	0	2	13	49	283	284	72	20	9	2	0	0
19:00	486	44.9	39.7	6.2	0	0	23	50	201	142	48	15	2	5	0	0
20:00	346	47.3	41.2	6.6	0	0	3	35	132	108	35	19	9	4	1	0
21:00	243	47.9	41.6	6.8	0	1	3	26	70	86	35	14	5	2	1	0
22:00	146	47.3	40.4	6.9	0	0	8	16	48	42	22	8	0	2	0	0
23:00	82	48.5	41.3	6.6	0	0	1	14	21	24	14	6	2	0	0	0
Total																
2H(10-12)	1589	43.6	38.6	5.5	1	7	39	261	733	427	77	28	13	2	1	0
2H(14-16)	1859	43.7	38.6	5.0	1	4	50	287	837	539	119	19	2	1	0	0
12H(7-19)	10642	43.9	38.7	5.6	14	57	299	1651	4637	3037	706	178	42	16	4	1
24H(0-24)	12519	44.3	39.0	6.0	24	67	347	1839	5267	3616	961	284	68	36	8	2
AM Peak	08:00	01:00	01:00	01:00	06:00	08:00	07:00	08:00	08:00	09:00	09:00	07:00	11:00	01:00	05:00	01:00
	1065	**60.1**	**46.5**	**11.6**	**10**	**19**	**43**	**206**	**503**	**245**	**64**	**23**	**8**	**4**	**1**	**1**
PM Peak	17:00	23:00	21:00	22:00	13:00	13:00	16:00	12:00	15:00	16:00	17:00	18:00	18:00	19:00	17:00	13:00
	1034	**48.5**	**41.6**	**6.9**	**2**	**10**	**39**	**159**	**448**	**347**	**87**	**20**	**9**	**5**	**1**	**1**

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	19	53.6	44.6	7.7	0	0	0	1	7	1	5	3	2	0	0	0
01:00	9	51.6	44.2	6.1	0	0	0	0	3	2	2	2	0	0	0	0
02:00	15	52.9	44.3	9.2	0	0	0	3	2	3	3	3	0	1	0	0
03:00	4	52.0	43.8	8.5	0	0	0	1	0	1	1	1	0	0	0	0
04:00	9	48.3	42.5	5.0	0	0	0	0	3	4	1	1	0	0	0	0
05:00	39	51.9	45.1	8.5	0	0	1	1	10	7	13	3	1	3	0	0
06:00	104	49.3	42.7	7.3	0	0	1	13	24	29	25	7	2	3	0	0
07:00	307	44.6	40.1	4.7	0	0	4	24	130	112	27	10	0	0	0	0
08:00	388	44.5	39.9	5.3	0	0	9	40	152	143	35	7	1	0	1	0
09:00	403	43.5	38.9	4.4	0	0	3	64	183	133	14	4	2	0	0	0
10:00	366	42.4	37.3	4.9	1	0	11	91	165	89	5	3	1	0	0	0
11:00	392	43.7	39.4	3.9	0	0	1	39	189	140	21	2	0	0	0	0
12:00	427	44.1	39.1	5.1	1	0	13	42	207	122	36	5	1	0	0	0
13:00	420	44.2	39.3	5.3	0	1	14	38	193	133	31	7	2	1	0	0
14:00	454	43.6	38.7	5.3	0	2	19	36	241	121	23	10	2	0	0	0
15:00	512	43.9	39.6	4.5	0	0	5	42	248	178	26	9	3	1	0	0
16:00	553	44.7	40.1	5.2	0	0	16	48	205	213	59	7	5	0	0	0
17:00	533	44.6	40.3	4.8	0	0	11	35	193	233	55	5	0	0	1	0
18:00	338	46.8	41.5	6.0	0	3	3	17	103	144	49	15	1	2	1	0
19:00	238	45.3	40.7	6.5	0	1	9	13	84	94	22	12	0	2	1	0
20:00	139	48.0	42.0	5.8	0	0	0	12	40	53	22	9	2	1	0	0
21:00	103	48.4	42.6	6.1	0	0	0	4	33	41	14	7	2	2	0	0
22:00	74	47.7	42.0	6.5	0	0	0	5	26	26	11	4	1	0	1	0
23:00	50	49.7	44.5	7.3	0	0	0	0	12	22	9	3	2	1	1	0
Total																
2H(10-12)	758	43.2	38.4	4.5	1	0	12	130	354	229	26	5	1	0	0	0
2H(14-16)	966	43.8	39.2	4.9	0	2	24	78	489	299	49	19	5	1	0	0
12H(7-19)	5093	44.2	39.5	5.0	2	6	109	516	2209	1761	381	84	18	4	3	0
24H(0-24)	5896	44.6	39.9	5.4	2	7	120	569	2453	2044	509	139	30	17	6	0
AM Peak	09:00	00:00	05:00	02:00	10:00	00:00	10:00	10:00	11:00	08:00	08:00	07:00	00:00	05:00	08:00	00:00
	403	**53.6**	**45.1**	**9.2**	**1**	**0**	**11**	**91**	**189**	**143**	**35**	**10**	**2**	**3**	**1**	**0**
PM Peak	16:00	23:00	23:00	23:00	12:00	18:00	14:00	16:00	15:00	17:00	16:00	18:00	16:00	18:00	17:00	12:00
	553	**49.7**	**44.5**	**7.3**	**1**	**3**	**19**	**48**	**248**	**233**	**59**	**15**	**5**	**2**	**1**	**0**

360 TSL Ltd

Channel: **Westbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	33	44.1	38.9	4.7	0	0	0	8	11	11	3	0	0	0	0	0
01:00	19	47.9	41.8	8.2	0	0	0	3	6	6	2	0	1	1	0	0
02:00	14	48.6	42.5	5.9	0	0	0	2	2	5	4	1	0	0	0	0
03:00	34	44.7	41.3	4.1	0	0	0	2	9	19	3	1	0	0	0	0
04:00	55	50.9	43.2	7.1	0	0	1	1	22	10	12	4	5	0	0	0
05:00	85	49.4	43.2	6.1	0	0	0	4	22	33	15	7	3	1	0	0
06:00	201	44.6	36.7	9.3	1	17	15	24	68	50	19	6	1	0	0	0
07:00	495	44.3	39.1	5.7	0	0	15	84	200	143	32	15	5	1	0	0
08:00	654	43.3	38.0	5.3	0	2	31	111	302	165	34	7	2	0	0	0
09:00	469	42.8	37.7	5.5	0	3	20	82	243	91	21	6	2	1	0	0
10:00	407	42.4	37.6	4.7	1	0	10	88	206	84	16	1	1	0	0	0
11:00	445	43.7	39.1	4.6	0	0	2	55	232	121	26	5	3	1	0	0
12:00	449	43.5	38.4	5.5	0	2	16	71	213	113	22	9	2	1	0	0
13:00	427	43.5	38.1	6.2	1	2	19	73	199	99	23	7	1	2	1	0
14:00	484	42.8	38.3	4.5	0	1	6	75	265	113	16	6	2	0	0	0
15:00	500	43.4	38.7	4.9	0	0	6	75	256	129	28	2	1	2	1	0
16:00	475	44.0	39.2	5.1	0	0	5	70	223	133	33	7	2	1	1	0
17:00	507	44.7	40.0	5.4	0	0	7	57	208	169	45	16	4	0	1	0
18:00	393	44.2	39.4	5.5	0	0	9	53	167	124	32	5	0	2	1	0
19:00	243	44.2	37.9	7.2	0	4	15	54	87	55	17	8	1	2	0	0
20:00	174	44.5	40.0	5.8	0	0	2	23	66	63	14	4	0	1	1	0
21:00	99	44.6	39.6	7.3	0	0	4	15	42	25	6	4	1	1	1	0
22:00	86	46.0	40.7	5.5	0	0	1	9	31	30	11	2	2	0	0	0
23:00	53	47.3	41.3	5.6	0	0	0	4	22	15	9	1	2	0	0	0
Total																
2H(10-12)	852	43.2	38.4	4.7	1	0	12	143	438	205	42	6	4	1	0	0
2H(14-16)	984	43.1	38.5	4.7	0	1	12	150	521	242	44	8	3	2	1	0
12H(7-19)	5705	43.6	38.6	5.3	2	10	146	894	2714	1484	328	86	25	11	5	0
24H(0-24)	6801	43.9	38.8	5.7	3	31	184	1043	3102	1806	443	124	41	17	7	0
AM Peak	08:00	04:00	05:00	06:00	06:00	06:00	08:00	08:00	08:00	08:00	08:00	07:00	04:00	01:00	00:00	00:00
	654	**50.9**	**43.2**	**9.3**	**1**	**17**	**31**	**111**	**302**	**165**	**34**	**15**	**5**	**1**	**0**	**0**
PM Peak	17:00	23:00	23:00	21:00	13:00	19:00	13:00	14:00	14:00	17:00	17:00	17:00	17:00	13:00	13:00	12:00
	507	**47.3**	**41.3**	**7.3**	**1**	**4**	**19**	**75**	**265**	**169**	**45**	**16**	**4**	**2**	**1**	**0**

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	52	48.3	41.0	6.5	0	0	0	9	18	12	8	3	2	0	0	0
01:00	28	49.8	42.6	7.6	0	0	0	3	9	8	4	2	1	1	0	0
02:00	29	50.8	43.4	7.7	0	0	0	5	4	8	7	4	0	1	0	0
03:00	38	45.4	41.6	4.6	0	0	0	3	9	20	4	2	0	0	0	0
04:00	64	50.4	43.1	6.9	0	0	1	1	25	14	13	5	5	0	0	0
05:00	124	49.9	43.8	7.0	0	0	1	5	32	40	28	10	4	4	0	0
06:00	305	47.0	38.7	9.1	1	17	16	37	92	79	44	13	3	3	0	0
07:00	802	44.4	39.5	5.4	0	0	19	108	330	255	59	25	5	1	0	0
08:00	1042	43.9	38.7	5.4	0	2	40	151	454	308	69	14	3	0	1	0
09:00	872	43.2	38.2	5.0	0	3	23	146	426	224	35	10	4	1	0	0
10:00	773	42.4	37.4	4.8	2	0	21	179	371	173	21	4	2	0	0	0
11:00	837	43.7	39.2	4.2	0	0	3	94	421	261	47	7	3	1	0	0
12:00	876	43.8	38.7	5.3	1	2	29	113	420	235	58	14	3	1	0	0
13:00	847	43.9	38.7	5.8	1	3	33	111	392	232	54	14	3	3	1	0
14:00	938	43.3	38.5	4.9	0	3	25	111	506	234	39	16	4	0	0	0
15:00	1012	43.7	39.2	4.7	0	0	11	117	504	307	54	11	4	3	1	0
16:00	1028	44.4	39.7	5.2	0	0	21	118	428	346	92	14	7	1	1	0
17:00	1040	44.6	40.2	5.1	0	0	18	92	401	402	100	21	4	0	2	0
18:00	731	45.0	40.4	5.8	0	3	12	70	270	268	81	20	1	4	2	0
19:00	481	44.8	39.3	7.0	0	5	24	67	171	149	39	20	1	4	1	0
20:00	313	46.0	40.9	5.9	0	0	2	35	106	116	36	13	2	2	1	0
21:00	202	46.9	41.1	6.9	0	0	4	19	75	66	20	11	3	3	1	0
22:00	160	46.8	41.3	6.0	0	0	1	14	57	56	22	6	3	0	1	0
23:00	103	48.5	42.8	6.7	0	0	0	4	34	37	18	4	4	1	1	0
Total																
2H(10-12)	1610	43.2	38.4	4.6	2	0	24	273	792	434	68	11	5	1	0	0
2H(14-16)	1950	43.5	38.9	4.8	0	3	36	228	1010	541	93	27	8	3	1	0
12H(7-19)	10798	44.0	39.0	5.2	4	16	255	1410	4923	3245	709	170	43	15	8	0
24H(0-24)	12697	44.3	39.3	5.6	5	38	304	1612	5555	3850	952	263	71	34	13	0
AM Peak	08:00	02:00	05:00	06:00	10:00	06:00	08:00	10:00	08:00	08:00	08:00	07:00	04:00	05:00	08:00	00:00
	1042	50.8	43.8	9.1	2	17	40	179	454	308	69	25	5	4	1	0
PM Peak	17:00	23:00	23:00	19:00	12:00	19:00	13:00	16:00	14:00	17:00	17:00	17:00	16:00	18:00	17:00	12:00
	1040	48.5	42.8	7.0	1	5	33	118	506	402	100	21	7	4	2	0

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	39	64.3	47.4	12.4	0	0	1	2	7	13	5	3	0	5	3	0
01:00	16	49.7	43.4	6.4	0	0	0	2	3	3	6	2	0	0	0	0
02:00	12	48.0	44.8	6.9	0	0	0	0	1	8	2	0	0	1	0	0
03:00	12	50.5	45.4	5.4	0	0	0	1	0	4	5	2	0	0	0	0
04:00	10	49.2	44.0	6.7	0	0	0	1	1	4	3	0	1	0	0	0
05:00	27	55.0	45.7	8.7	0	0	0	3	5	5	5	5	3	1	0	0
06:00	48	49.9	43.0	5.9	0	0	0	2	16	13	10	6	1	0	0	0
07:00	104	49.6	43.1	7.2	0	0	1	6	30	35	18	6	5	3	0	0
08:00	246	46.3	40.4	6.1	0	1	8	26	79	87	31	11	3	0	0	0
09:00	322	44.5	39.9	5.5	0	1	6	31	134	112	29	6	2	0	1	0
10:00	378	44.6	39.2	6.2	1	3	19	45	127	136	40	6	1	0	0	0
11:00	423	44.3	38.6	6.4	0	6	27	47	160	139	35	8	1	0	0	0
12:00	419	44.9	40.3	4.9	0	0	3	48	149	160	47	11	1	0	0	0
13:00	408	44.6	39.8	6.0	0	1	24	27	147	159	40	6	2	2	0	0
14:00	364	46.1	41.3	5.3	0	1	3	20	120	155	47	14	2	2	0	0
15:00	324	44.6	39.7	6.7	0	4	12	33	115	121	24	9	2	4	0	0
16:00	341	44.9	40.4	6.1	0	1	5	25	149	113	35	7	3	1	1	1
17:00	337	46.5	42.1	4.2	0	0	1	6	92	172	50	16	0	0	0	0
18:00	241	47.3	41.8	6.0	0	0	1	13	84	94	28	18	1	1	0	1
19:00	176	46.7	41.8	5.7	0	0	0	8	64	70	23	6	3	1	1	0
20:00	123	46.0	41.0	5.7	0	0	4	10	33	54	17	3	2	0	0	0
21:00	75	47.6	41.0	7.2	0	1	2	11	14	28	15	3	0	1	0	0
22:00	64	45.4	40.9	5.4	0	0	1	5	22	26	5	5	0	0	0	0
23:00	57	49.8	43.4	7.8	0	0	0	6	13	19	11	5	1	1	1	0
Total																
2H(10-12)	801	44.5	38.9	6.3	1	9	46	92	287	275	75	14	2	0	0	0
2H(14-16)	688	45.1	40.6	6.0	0	5	15	53	235	276	71	23	4	6	0	0
12H(7-19)	3907	45.0	40.3	5.9	1	18	110	327	1386	1483	424	118	23	13	2	2
24H(0-24)	4566	45.7	40.6	6.1	1	19	118	378	1565	1730	531	158	34	23	7	2
AM Peak	11:00	00:00	00:00	00:00	10:00	11:00	11:00	11:00	11:00	11:00	10:00	08:00	07:00	00:00	00:00	00:00
	423	64.3	47.4	12.4	1	6	27	47	160	139	40	11	5	5	3	0
PM Peak	12:00	23:00	23:00	23:00	12:00	15:00	13:00	12:00	12:00	17:00	17:00	18:00	16:00	15:00	16:00	16:00
	419	49.8	43.4	7.8	0	4	24	48	149	172	50	18	3	4	1	1

360 TSL Ltd

Channel: **Westbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	37	49.2	42.2	7.2	0	0	1	4	11	7	10	2	2	0	0	0
01:00	24	52.4	44.0	6.8	0	0	0	2	5	8	3	5	1	0	0	0
02:00	13	50.3	41.9	9.6	0	0	0	4	2	3	2	1	0	1	0	0
03:00	9	49.1	43.1	11.0	0	0	1	1	0	4	2	0	0	1	0	0
04:00	9	43.3	37.5	5.0	0	0	0	3	4	1	1	0	0	0	0	0
05:00	32	48.5	40.9	7.7	0	0	1	5	11	6	6	2	0	1	0	0
06:00	91	47.4	37.7	11.1	1	8	6	10	31	18	7	3	6	1	0	0
07:00	159	48.7	41.8	6.6	0	0	1	14	61	40	26	11	4	2	0	0
08:00	258	45.0	39.0	6.9	0	5	10	39	96	70	23	14	1	0	0	0
09:00	328	43.8	38.5	5.6	0	1	13	54	143	89	21	5	1	1	0	0
10:00	439	43.6	37.5	7.3	2	18	10	82	178	115	24	7	2	0	1	0
11:00	491	44.1	39.0	6.1	0	0	10	97	201	134	28	11	4	5	1	0
12:00	494	44.3	39.4	5.2	0	1	9	62	225	142	36	17	2	0	0	0
13:00	422	44.2	39.4	5.7	0	1	5	63	183	126	27	12	2	2	1	0
14:00	456	43.6	38.8	6.5	0	3	12	71	210	127	17	5	3	7	0	1
15:00	394	43.7	38.4	5.7	0	1	16	67	179	98	17	13	2	1	0	0
16:00	425	44.0	39.5	5.4	0	0	3	59	195	129	23	13	1	1	0	1
17:00	387	43.5	38.7	5.2	0	1	7	56	203	89	17	10	3	1	0	0
18:00	289	44.4	39.9	5.6	0	0	5	32	115	106	20	10	0	0	0	1
19:00	255	43.8	39.0	4.8	0	1	0	43	112	81	11	6	1	0	0	0
20:00	169	44.5	39.3	5.5	0	0	0	33	74	41	13	4	4	0	0	0
21:00	124	44.5	38.9	6.6	0	0	4	24	54	26	13	1	0	1	1	0
22:00	102	45.4	40.4	7.8	0	0	5	9	40	32	9	4	1	1	0	1
23:00	88	45.0	39.6	6.1	0	0	2	16	31	26	10	2	0	1	0	0
Total																
2H(10-12)	930	43.9	38.3	6.7	2	18	20	179	379	249	52	18	6	5	2	0
2H(14-16)	850	43.6	38.6	6.2	0	4	28	138	389	225	34	18	5	8	0	1
12H(7-19)	4542	44.1	39.0	6.0	2	31	101	696	1989	1265	279	128	25	20	3	3
24H(0-24)	5495	44.3	39.1	6.2	3	40	121	850	2364	1518	366	158	40	27	4	4
AM Peak	11:00	01:00	01:00	06:00	10:00	10:00	09:00	11:00	11:00	11:00	11:00	08:00	06:00	11:00	10:00	00:00
	491	52.4	44.0	11.1	2	18	13	97	201	134	28	14	6	5	1	0
PM Peak	12:00	22:00	22:00	22:00	12:00	14:00	15:00	14:00	12:00	12:00	12:00	12:00	20:00	14:00	13:00	14:00
	494	45.4	40.4	7.8	0	3	16	71	225	142	36	17	4	7	1	1

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	76	53.6	44.9	10.5	0	0	2	6	18	20	15	5	2	5	3	0
01:00	40	51.4	43.8	6.6	0	0	0	4	8	11	9	7	1	0	0	0
02:00	25	49.1	43.3	8.3	0	0	0	4	3	11	4	1	0	2	0	0
03:00	21	49.9	44.4	8.1	0	0	1	2	0	8	7	2	0	1	0	0
04:00	19	47.7	40.9	6.7	0	0	0	4	5	5	4	0	1	0	0	0
05:00	59	52.3	43.1	8.5	0	0	1	8	16	11	11	7	3	2	0	0
06:00	139	48.9	39.5	9.9	1	8	6	12	47	31	17	9	7	1	0	0
07:00	263	49.0	42.3	6.8	0	0	2	20	91	75	44	17	9	5	0	0
08:00	504	45.7	39.7	6.6	0	6	18	65	175	157	54	25	4	0	0	0
09:00	650	44.2	39.2	5.6	0	2	19	85	277	201	50	11	3	1	1	0
10:00	817	44.2	38.3	6.9	3	21	29	127	305	251	64	13	3	0	1	0
11:00	914	44.2	38.9	6.2	0	6	37	144	361	273	63	19	5	5	1	0
12:00	913	44.6	39.8	5.1	0	1	12	110	374	302	83	28	3	0	0	0
13:00	830	44.5	39.6	5.8	0	2	29	90	330	285	67	18	4	4	1	0
14:00	820	44.6	39.9	6.1	0	4	15	91	330	282	64	19	5	9	0	1
15:00	718	44.2	39.0	6.2	0	5	28	100	294	219	41	22	4	5	0	0
16:00	766	44.4	39.9	5.7	0	1	8	84	344	242	58	20	4	2	1	2
17:00	724	44.8	40.3	5.1	0	1	8	62	295	261	67	26	3	1	0	0
18:00	530	45.1	40.8	5.8	0	0	6	45	199	200	48	28	1	1	0	2
19:00	431	44.6	40.2	5.4	0	1	0	51	176	151	34	12	4	1	1	0
20:00	292	45.0	40.0	5.6	0	0	4	43	107	95	30	7	6	0	0	0
21:00	199	45.9	39.7	6.9	0	1	6	35	68	54	28	4	0	2	1	0
22:00	166	45.4	40.6	7.0	0	0	6	14	62	58	14	9	1	1	0	1
23:00	145	47.4	41.1	7.0	0	0	2	22	44	45	21	7	1	2	1	0
Total																
2H(10-12)	1731	44.2	38.6	6.5	3	27	66	271	666	524	127	32	8	5	2	0
2H(14-16)	1538	44.4	39.5	6.2	0	9	43	191	624	501	105	41	9	14	0	1
12H(7-19)	8449	44.6	39.6	6.0	3	49	211	1023	3375	2748	703	246	48	33	5	5
24H(0-24)	10061	44.8	39.8	6.2	4	59	239	1228	3929	3248	897	316	74	50	11	6
AM Peak	11:00	00:00	00:00	00:00	10:00	10:00	11:00	11:00	11:00	11:00	10:00	08:00	07:00	00:00	00:00	00:00
	914	**53.6**	**44.9**	**10.5**	**3**	**21**	**37**	**144**	**361**	**273**	**64**	**25**	**9**	**5**	**3**	**0**
PM Peak	12:00	23:00	23:00	23:00	12:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	20:00	14:00	13:00	16:00
	913	**47.4**	**41.1**	**7.0**	**0**	**5**	**29**	**110**	**374**	**302**	**83**	**28**	**6**	**9**	**1**	**2**

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	33	52.9	44.6	7.1	0	0	0	3	6	9	6	7	2	0	0	0
01:00	19	52.7	44.7	7.7	0	0	0	1	4	7	2	4	0	1	0	0
02:00	11	53.4	46.6	6.3	0	0	0	0	2	2	4	2	1	0	0	0
03:00	8	53.0	46.3	6.4	0	0	0	0	2	1	2	3	0	0	0	0
04:00	13	52.6	43.7	6.8	0	0	0	0	5	4	1	2	1	0	0	0
05:00	18	51.6	44.7	5.5	0	0	0	0	4	6	4	4	0	0	0	0
06:00	36	51.6	44.2	6.4	0	0	0	1	11	8	9	5	2	0	0	0
07:00	66	49.3	43.8	7.6	0	1	1	3	9	24	21	5	1	0	1	0
08:00	114	48.2	41.7	6.6	0	2	0	5	41	36	20	6	4	0	0	0
09:00	205	47.5	41.4	5.2	0	0	1	10	85	58	40	9	2	0	0	0
10:00	346	44.9	40.4	6.0	0	1	9	28	128	130	39	6	3	1	0	1
11:00	407	44.8	40.5	4.8	0	0	4	19	180	150	44	8	1	0	1	0
12:00	418	44.4	39.4	5.7	0	1	18	38	179	137	31	11	1	2	0	0
13:00	351	44.6	40.7	5.6	0	0	4	20	147	138	26	8	5	2	0	1
14:00	330	47.0	41.7	5.4	0	0	6	17	93	143	54	14	1	2	0	0
15:00	314	45.0	40.9	6.4	0	2	4	22	111	129	31	9	2	1	3	0
16:00	300	46.3	41.2	4.9	0	0	0	19	114	110	46	7	3	1	0	0
17:00	297	47.2	41.7	6.1	0	1	5	11	99	119	40	17	4	0	0	1
18:00	225	46.1	41.3	5.0	0	0	2	13	75	94	32	6	3	0	0	0
19:00	174	47.9	42.5	5.6	0	0	1	4	52	72	33	10	0	1	1	0
20:00	101	46.1	40.9	5.1	0	0	1	8	35	39	13	5	0	0	0	0
21:00	75	48.4	42.3	6.6	0	0	0	5	25	29	7	5	2	2	0	0
22:00	57	49.7	43.4	5.5	0	0	1	0	12	27	9	7	1	0	0	0
23:00	29	48.0	42.2	6.1	0	0	1	1	7	12	6	1	1	0	0	0
Total																
2H(10-12)	753	44.8	40.4	5.4	0	1	13	47	308	280	83	14	4	1	1	1
2H(14-16)	644	46.2	41.3	5.9	0	2	10	39	204	272	85	23	3	3	3	0
12H(7-19)	3373	45.8	40.9	5.7	0	8	54	205	1261	1268	424	106	30	9	5	3
24H(0-24)	3947	46.5	41.2	5.8	0	8	58	228	1426	1484	520	161	40	13	6	3
AM Peak	11:00	02:00	02:00	01:00	00:00	08:00	10:00	10:00	11:00	11:00	11:00	09:00	08:00	01:00	07:00	10:00
	407	53.4	46.6	7.7	0	2	9	28	180	150	44	9	4	1	1	1
PM Peak	12:00	22:00	22:00	21:00	12:00	15:00	12:00	12:00	12:00	14:00	14:00	17:00	13:00	12:00	15:00	13:00
	418	49.7	43.4	6.6	0	2	18	38	179	143	54	17	5	2	3	1

360 TSL Ltd

Channel: **Westbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	59	48.2	41.3	6.9	0	0	3	5	16	21	8	4	2	0	0	0
01:00	26	50.3	42.2	9.5	0	0	1	5	5	7	4	2	0	2	0	0
02:00	12	46.0	36.9	8.6	0	0	3	0	6	1	1	1	0	0	0	0
03:00	5	46.3	37.0	8.7	0	0	1	1	1	1	1	0	0	0	0	0
04:00	12	46.0	39.6	6.2	0	0	0	3	4	3	1	1	0	0	0	0
05:00	15	48.8	38.8	10.4	0	1	1	2	4	4	1	1	1	0	0	0
06:00	60	48.6	41.1	6.9	0	0	1	9	19	17	7	4	3	0	0	0
07:00	77	49.8	43.1	8.7	0	0	1	5	25	24	11	4	4	2	0	1
08:00	166	45.9	40.7	7.1	0	0	4	19	65	51	12	8	2	5	0	0
09:00	240	44.9	39.6	8.0	0	2	15	31	82	76	18	12	1	1	0	2
10:00	325	44.1	39.1	5.7	0	0	5	50	153	84	24	4	4	0	0	1
11:00	399	43.7	38.6	5.2	0	0	17	50	190	112	23	6	0	1	0	0
12:00	453	43.9	38.7	6.2	0	7	11	62	211	120	30	7	3	1	1	0
13:00	426	44.2	39.5	6.1	0	0	10	59	194	117	25	11	3	7	0	0
14:00	389	44.0	38.9	5.9	0	0	10	71	173	96	22	10	5	1	1	0
15:00	359	43.9	38.8	5.5	0	4	5	48	173	97	22	9	0	1	0	0
16:00	365	43.6	38.3	5.6	0	0	15	67	170	80	24	7	0	2	0	0
17:00	346	43.9	39.1	4.7	0	0	7	42	161	108	21	6	1	0	0	0
18:00	311	44.0	39.4	5.4	0	1	2	37	158	82	20	5	4	2	0	0
19:00	247	44.9	39.9	5.4	0	1	2	27	110	71	24	10	2	0	0	0
20:00	154	44.7	39.1	6.7	0	1	12	13	61	47	15	3	1	1	0	0
21:00	82	47.4	40.9	5.8	0	0	2	4	36	21	14	4	1	0	0	0
22:00	68	48.3	41.4	6.6	0	0	0	5	34	11	12	2	3	1	0	0
23:00	33	51.8	42.5	8.5	0	0	1	4	9	9	4	3	2	1	0	0
Total																
2H(10-12)	724	43.8	38.9	5.4	0	0	22	100	343	196	47	10	4	1	0	1
2H(14-16)	748	43.9	38.9	5.7	0	4	15	119	346	193	44	19	5	2	1	0
12H(7-19)	3856	44.1	39.1	6.0	0	14	102	541	1755	1047	252	89	27	23	2	4
24H(0-24)	4629	44.4	39.3	6.1	0	17	129	619	2060	1260	344	124	42	28	2	4
AM Peak	11:00	01:00	07:00	05:00	00:00	09:00	11:00	10:00	11:00	11:00	10:00	09:00	07:00	08:00	00:00	09:00
	399	50.3	43.1	10.4	0	2	17	50	190	112	24	12	4	5	0	2
PM Peak	12:00	23:00	23:00	23:00	12:00	12:00	16:00	14:00	12:00	12:00	12:00	13:00	14:00	13:00	12:00	12:00
	453	51.8	42.5	8.5	0	7	15	71	211	120	30	11	5	7	1	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	92	50.5	42.5	7.1	0	0	3	8	22	30	14	11	4	0	0	0
01:00	45	51.9	43.3	8.8	0	0	1	6	9	14	6	6	0	3	0	0
02:00	23	50.9	41.5	8.9	0	0	3	0	8	3	5	3	1	0	0	0
03:00	13	51.8	42.7	8.4	0	0	1	1	3	2	3	3	0	0	0	0
04:00	25	50.4	41.7	6.7	0	0	0	3	9	7	2	3	1	0	0	0
05:00	33	51.1	42.0	8.5	0	1	1	2	8	10	5	5	1	0	0	0
06:00	96	49.9	42.3	6.9	0	0	1	10	30	25	16	9	5	0	0	0
07:00	143	49.5	43.4	8.2	0	1	2	8	34	48	32	9	5	2	1	1
08:00	280	47.3	41.1	6.9	0	2	4	24	106	87	32	14	6	5	0	0
09:00	445	46.6	40.4	6.9	0	2	16	41	167	134	58	21	3	1	0	2
10:00	671	44.6	39.8	5.9	0	1	14	78	281	214	63	10	7	1	0	2
11:00	806	44.3	39.6	5.0	0	0	21	69	370	262	67	14	1	1	1	0
12:00	871	44.2	39.0	6.0	0	8	29	100	390	257	61	18	4	3	1	0
13:00	777	44.4	40.0	5.9	0	0	14	79	341	255	51	19	8	9	0	1
14:00	719	45.1	40.2	5.9	0	0	16	88	266	239	76	24	6	3	1	0
15:00	673	44.5	39.8	6.0	0	6	9	70	284	226	53	18	2	2	3	0
16:00	665	44.7	39.6	5.5	0	0	15	86	284	190	70	14	3	3	0	0
17:00	643	44.9	40.3	5.6	0	1	12	53	260	227	61	23	5	0	0	1
18:00	536	44.8	40.2	5.3	0	1	4	50	233	176	52	11	7	2	0	0
19:00	421	46.6	41.0	5.6	0	1	3	31	162	143	57	20	2	1	1	0
20:00	255	45.0	39.8	6.2	0	1	13	21	96	86	28	8	1	1	0	0
21:00	157	47.7	41.6	6.2	0	0	2	9	61	50	21	9	3	2	0	0
22:00	125	48.9	42.3	6.2	0	0	1	5	46	38	21	9	4	1	0	0
23:00	62	49.4	42.4	7.4	0	0	2	5	16	21	10	4	3	1	0	0
Total																
2H(10-12)	1477	44.4	39.7	5.4	0	1	35	147	651	476	130	24	8	2	1	2
2H(14-16)	1392	44.8	40.0	5.9	0	6	25	158	550	465	129	42	8	5	4	0
12H(7-19)	7229	44.8	39.9	5.9	0	22	156	746	3016	2315	676	195	57	32	7	7
24H(0-24)	8576	45.0	40.2	6.0	0	25	187	847	3486	2744	864	285	82	41	8	7
AM Peak	11:00	01:00	07:00	02:00	00:00	08:00	11:00	10:00	11:00	11:00	11:00	09:00	10:00	08:00	07:00	09:00
	806	51.9	43.4	8.9	0	2	21	78	370	262	67	21	7	5	1	2
PM Peak	12:00	23:00	23:00	23:00	12:00	12:00	12:00	12:00	12:00	12:00	14:00	14:00	13:00	13:00	15:00	13:00
	871	49.4	42.4	7.4	0	8	29	100	390	257	76	24	8	9	3	1

360 TSL Ltd

Nutfield ATC 3, A25 Nutfield Road

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	16	53.0	44.7	8.9	0	0	0	0	5	7	1	1	0	2	0	0
01:00	11	55.9	46.6	7.4	0	0	0	0	2	4	1	2	2	0	0	0
02:00	12	53.7	48.5	10.3	0	0	0	1	1	1	5	3	0	0	1	0
03:00	10	52.5	44.0	6.7	0	0	0	0	3	4	1	1	1	0	0	0
04:00	11	50.9	44.3	5.6	0	0	0	0	3	3	3	2	0	0	0	0
05:00	36	50.8	43.7	7.4	0	0	0	4	8	9	9	4	1	1	0	0
06:00	102	51.5	44.4	7.1	0	0	0	5	21	38	19	12	5	1	1	0
07:00	300	44.8	39.9	5.2	0	0	5	31	130	93	30	8	3	0	0	0
08:00	427	43.7	39.2	4.3	0	0	2	51	216	126	27	3	2	0	0	0
09:00	344	44.0	38.6	5.4	0	0	13	57	149	92	27	5	0	1	0	0
10:00	315	44.3	39.7	4.9	0	1	5	25	143	110	22	8	1	0	0	0
11:00	303	44.4	39.6	4.9	0	0	5	39	122	103	26	8	0	0	0	0
12:00	352	44.8	40.2	5.0	0	0	10	16	150	129	39	7	0	1	0	0
13:00	318	44.3	39.6	4.8	0	0	3	43	133	105	27	5	2	0	0	0
14:00	360	45.2	40.4	5.2	0	0	2	39	145	118	41	12	2	1	0	0
15:00	356	46.0	40.5	6.0	0	1	11	27	133	123	39	16	6	0	0	0
16:00	424	45.7	40.7	5.2	0	1	8	24	161	158	58	12	1	1	0	0
17:00	363	43.0	31.4	11.7	20	54	69	43	84	64	24	3	0	2	0	0
18:00	238	49.1	43.1	5.6	0	0	2	4	62	99	43	23	3	2	0	0
19:00	196	47.1	41.6	6.0	0	0	1	14	68	72	28	7	4	1	1	0
20:00	137	47.2	41.7	7.8	0	0	0	9	60	40	17	8	0	0	1	2
21:00	66	49.8	43.3	6.7	0	0	1	4	18	15	19	8	0	1	0	0
22:00	51	53.6	45.8	7.5	0	0	0	0	12	16	11	6	3	3	0	0
23:00	25	52.1	44.5	8.1	0	0	1	1	4	8	6	3	1	1	0	0
Total																
2H(10-12)	618	44.3	39.7	4.9	0	1	10	64	265	213	48	16	1	0	0	0
2H(14-16)	716	45.6	40.4	5.6	0	1	13	66	278	241	80	28	8	1	0	0
12H(7-19)	4100	44.7	39.3	6.6	20	57	135	399	1628	1320	403	110	20	8	0	0
24H(0-24)	4773	45.3	39.8	6.8	20	57	138	437	1833	1537	523	167	37	18	4	2
AM Peak	08:00	01:00	02:00	02:00	00:00	10:00	09:00	09:00	08:00	08:00	07:00	06:00	06:00	00:00	02:00	00:00
	427	55.9	48.5	10.3	0	1	13	57	216	126	30	12	5	2	1	0
PM Peak	16:00	22:00	22:00	17:00	17:00	17:00	17:00	13:00	16:00	16:00	16:00	18:00	15:00	22:00	19:00	20:00
	424	53.6	45.8	11.7	20	54	69	43	161	158	58	23	6	3	1	2

360 TSL Ltd

Channel: **Westbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	18	46.6	40.0	5.8	0	0	0	5	3	6	4	0	0	0	0	0
01:00	11	56.8	50.5	9.7	0	0	0	0	1	1	5	2	1	0	1	0
02:00	3	48.9	42.5	8.7	0	0	0	1	0	0	2	0	0	0	0	0
03:00	13	48.8	43.1	11.3	0	0	0	3	3	2	4	0	0	0	1	0
04:00	9	54.1	47.5	10.5	0	0	1	0	0	1	4	2	0	1	0	0
05:00	54	48.9	41.8	6.9	0	0	2	4	19	10	14	3	2	0	0	0
06:00	189	46.1	39.4	8.7	0	11	6	13	63	64	17	9	5	1	0	0
07:00	563	43.0	37.9	4.9	1	1	6	128	269	124	28	4	1	1	0	0
08:00	659	42.9	38.0	4.7	0	0	15	127	334	144	30	6	3	0	0	0
09:00	465	43.3	38.2	4.8	0	0	13	83	230	106	25	8	0	0	0	0
10:00	391	43.4	38.7	4.7	0	0	4	62	193	107	17	6	1	1	0	0
11:00	350	43.2	38.4	4.8	0	1	4	63	175	85	15	5	2	0	0	0
12:00	409	42.7	37.7	5.0	0	0	15	82	210	75	18	8	1	0	0	0
13:00	370	44.1	39.4	5.1	0	0	2	56	161	116	23	9	2	0	1	0
14:00	318	44.2	38.8	5.4	0	2	5	59	129	89	27	6	1	0	0	0
15:00	329	44.6	39.8	5.6	0	0	5	45	136	101	23	15	3	1	0	0
16:00	382	44.6	40.1	5.4	0	0	10	33	150	143	28	16	1	1	0	0
17:00	391	44.7	38.7	7.5	1	1	22	83	135	97	31	10	5	4	2	0
18:00	330	45.8	41.0	5.0	0	1	1	24	114	134	42	13	1	0	0	0
19:00	275	44.0	39.2	5.2	0	0	9	29	125	89	17	3	2	1	0	0
20:00	136	44.8	40.1	5.4	0	0	1	19	52	45	14	2	3	0	0	0
21:00	115	45.0	39.8	6.6	0	0	3	16	49	30	11	3	0	3	0	0
22:00	66	44.5	40.3	5.7	0	0	1	8	23	27	3	2	2	0	0	0
23:00	33	52.1	43.6	7.6	0	0	0	2	12	6	6	5	1	1	0	0
Total																
2H(10-12)	741	43.3	38.6	4.7	0	1	8	125	368	192	32	11	3	1	0	0
2H(14-16)	647	44.4	39.3	5.5	0	2	10	104	265	190	50	21	4	1	0	0
12H(7-19)	4957	43.9	38.8	5.3	2	6	102	845	2236	1321	307	106	21	8	3	0
24H(0-24)	5879	44.1	39.0	5.6	2	17	125	945	2586	1602	408	137	37	15	5	0
AM Peak	08:00	01:00	01:00	03:00	07:00	06:00	08:00	07:00	08:00	08:00	08:00	06:00	06:00	04:00	01:00	00:00
	659	56.8	50.5	11.3	1	11	15	128	334	144	30	9	5	1	1	0
PM Peak	12:00	23:00	23:00	23:00	17:00	14:00	17:00	17:00	12:00	16:00	18:00	16:00	17:00	17:00	17:00	12:00
	409	52.1	43.6	7.6	1	2	22	83	210	143	42	16	5	4	2	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	34	47.9	42.2	7.7	0	0	0	5	8	13	5	1	0	2	0	0
01:00	22	56.2	48.5	8.6	0	0	0	0	3	5	6	4	3	0	1	0
02:00	15	52.9	47.3	10.0	0	0	0	2	1	1	7	3	0	0	1	0
03:00	23	49.6	43.5	9.4	0	0	0	3	6	6	5	1	1	0	1	0
04:00	20	52.5	45.8	8.1	0	0	1	0	3	4	7	4	0	1	0	0
05:00	90	49.5	42.5	7.1	0	0	2	8	27	19	23	7	3	1	0	0
06:00	291	48.7	41.2	8.5	0	11	6	18	84	102	36	21	10	2	1	0
07:00	863	43.7	38.6	5.1	1	1	11	159	399	217	58	12	4	1	0	0
08:00	1086	43.3	38.5	4.6	0	0	17	178	550	270	57	9	5	0	0	0
09:00	809	43.6	38.4	5.1	0	0	26	140	379	198	52	13	0	1	0	0
10:00	706	43.9	39.2	4.8	0	1	9	87	336	217	39	14	2	1	0	0
11:00	653	43.9	38.9	4.9	0	1	9	102	297	188	41	13	2	0	0	0
12:00	761	44.0	38.9	5.2	0	0	25	98	360	204	57	15	1	1	0	0
13:00	688	44.2	39.5	5.0	0	0	5	99	294	221	50	14	4	0	1	0
14:00	678	44.7	39.6	5.4	0	2	7	98	274	207	68	18	3	1	0	0
15:00	685	45.0	40.2	5.8	0	1	16	72	269	224	62	31	9	1	0	0
16:00	806	45.0	40.4	5.3	0	1	18	57	311	301	86	28	2	2	0	0
17:00	754	44.0	35.2	10.4	21	55	91	126	219	161	55	13	5	6	2	0
18:00	568	47.5	41.9	5.4	0	1	3	28	176	233	85	36	4	2	0	0
19:00	471	44.8	40.2	5.7	0	0	10	43	193	161	45	10	6	2	1	0
20:00	273	46.0	40.9	6.7	0	0	1	28	112	85	31	10	3	0	1	2
21:00	181	48.0	41.1	6.8	0	0	4	20	67	45	30	11	0	4	0	0
22:00	117	49.4	42.7	7.1	0	0	1	8	35	43	14	8	5	3	0	0
23:00	58	52.1	44.0	7.8	0	0	1	3	16	14	12	8	2	2	0	0
Total																
2H(10-12)	1359	43.9	39.1	4.8	0	2	18	189	633	405	80	27	4	1	0	0
2H(14-16)	1363	44.9	39.9	5.6	0	3	23	170	543	431	130	49	12	2	0	0
12H(7-19)	9057	44.3	39.0	5.9	22	63	237	1244	3864	2641	710	216	41	16	3	0
24H(0-24)	10652	44.6	39.4	6.2	22	74	263	1382	4419	3139	931	304	74	33	9	2
AM Peak	08:00	01:00	01:00	02:00	07:00	06:00	09:00	08:00	08:00	08:00	07:00	06:00	06:00	00:00	01:00	00:00
	1086	**56.2**	**48.5**	**10.0**	**1**	**11**	**26**	**178**	**550**	**270**	**58**	**21**	**10**	**2**	**1**	**0**
PM Peak	16:00	23:00	23:00	17:00	17:00	17:00	17:00	17:00	12:00	16:00	16:00	18:00	15:00	17:00	17:00	20:00
	806	**52.1**	**44.0**	**10.4**	**21**	**55**	**91**	**126**	**360**	**301**	**86**	**36**	**9**	**6**	**2**	**2**

360 TSL Ltd

360 TSL LTD
ATC Classification Scheme

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer
1	Light Goods Vehicle	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer
2	Rigid 2 Axle Heavy Goods Vehicle	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer	12	Bus or Coach, 2 Axle
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer	12	Bus or Coach, 3 Axle
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer	13	Vehicle with 7 or more Axles

Classification Classes: Car/Van: 1 OGV1/Bus: 2,3,5,6,7,12 OGV2: 4,8,9,10,11,13

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Tue Sep 08	Wed Sep 09	Thu Sep 10	Fri Sep 11	Sat Sep 12	Sun Sep 13	Mon Sep 14	5-Day Ave.	7-Day Ave.
00:00	3	5	4	4	2	8	2	4	4
01:00	1	3	3	1	4	4	1	2	2
02:00	1	0	0	1	0	0	0	0	0
03:00	0	0	2	3	2	3	0	1	1
04:00	4	4	3	2	1	0	1	3	2
05:00	14	14	11	11	7	3	11	12	10
06:00	28	32	26	28	5	4	30	29	22
07:00	101	115	102	100	30	21	96	103	81
08:00	140	137	145	126	86	72	120	134	118
09:00	96	86	89	98	119	92	101	94	97
10:00	81	91	88	90	116	107	90	88	95
11:00	94	79	79	68	122	115	100	84	94
12:00	84	91	82	93	117	97	108	92	96
13:00	85	87	92	107	115	97	101	94	98
14:00	88	88	92	121	98	76	93	96	94
15:00	134	153	118	142	86	66	153	140	122
16:00	140	153	179	166	76	68	167	161	136
17:00	135	159	178	136	76	72	184	158	134
18:00	94	86	101	105	54	45	86	94	82
19:00	58	67	49	67	48	51	51	58	56
20:00	43	37	48	33	26	20	36	39	35
21:00	31	25	26	21	26	14	17	24	23
22:00	15	17	15	13	12	18	12	14	15
23:00	3	12	8	13	19	3	5	8	9
Total									
12H(7-19)	1272	1325	1345	1352	1095	928	1399	1339	1245
16H(6-22)	1432	1486	1494	1501	1200	1017	1533	1489	1380
18H(6-24)	1450	1515	1517	1527	1231	1038	1550	1512	1404
24H(0-24)	1473	1541	1540	1549	1247	1056	1565	1534	1424
AM Peak	08:00	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00
	140	**137**	**145**	**126**	**122**	**115**	**120**	**134**	**118**
PM Peak	16:00	17:00	16:00	16:00	12:00	12:00	17:00	16:00	16:00
	140	**159**	**179**	**166**	**117**	**97**	**184**	**161**	**136**

360 TSL Ltd

Channel: Northwestbound

	Tue Sep 08	Wed Sep 09	Thu Sep 10	Fri Sep 11	Sat Sep 12	Sun Sep 13	Mon Sep 14	5-Day Ave.	7-Day Ave.
00:00	5	5	2	4	5	5	0	3	4
01:00	1	1	1	6	5	7	3	2	3
02:00	1	0	0	1	0	1	0	0	0
03:00	3	0	3	3	0	1	1	2	2
04:00	2	6	3	3	2	3	4	4	3
05:00	24	20	21	23	6	3	23	22	17
06:00	65	59	53	57	10	5	63	59	45
07:00	195	181	200	180	39	13	175	186	140
08:00	252	224	233	202	80	41	228	228	180
09:00	107	149	111	117	76	44	108	118	102
10:00	120	100	80	78	94	63	92	94	90
11:00	83	101	85	112	123	106	101	96	102
12:00	100	72	97	95	130	99	102	93	99
13:00	111	84	114	107	89	100	94	102	100
14:00	88	108	103	118	85	77	106	105	98
15:00	128	148	121	128	102	77	122	129	118
16:00	120	133	150	166	110	91	180	150	136
17:00	166	151	171	141	88	76	171	160	138
18:00	102	82	107	116	75	79	101	102	95
19:00	77	71	87	65	55	52	73	75	69
20:00	28	48	53	38	24	34	24	38	36
21:00	20	21	24	21	26	19	26	22	22
22:00	13	9	11	34	15	17	16	17	16
23:00	11	4	7	16	19	2	0	8	8
Total									
12H(7-19)	1572	1533	1572	1560	1091	866	1580	1563	1396
16H(6-22)	1762	1732	1789	1741	1206	976	1766	1758	1567
18H(6-24)	1786	1745	1807	1791	1240	995	1782	1782	1592
24H(0-24)	1822	1777	1837	1831	1258	1015	1813	1816	1622
AM Peak	08:00	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00
	252	**224**	**233**	**202**	**123**	**106**	**228**	**228**	**180**
PM Peak	17:00	17:00	17:00	16:00	12:00	13:00	16:00	17:00	17:00
	166	**151**	**171**	**166**	**130**	**100**	**180**	**160**	**138**

360 TSL Ltd

Channel: Total Flow

	Tue Sep 08	Wed Sep 09	Thu Sep 10	Fri Sep 11	Sat Sep 12	Sun Sep 13	Mon Sep 14	5-Day Ave.	7-Day Ave.
00:00	8	10	6	8	7	13	2	7	8
01:00	2	4	4	7	9	11	4	4	6
02:00	2	0	0	2	0	1	0	1	1
03:00	3	0	5	6	2	4	1	3	3
04:00	6	10	6	5	3	3	5	6	5
05:00	38	34	32	34	13	6	34	34	27
06:00	93	91	79	85	15	9	93	88	66
07:00	296	296	302	280	69	34	271	289	221
08:00	392	361	378	328	166	113	348	361	298
09:00	203	235	200	215	195	136	209	212	199
10:00	201	191	168	168	210	170	182	182	184
11:00	177	180	164	180	245	221	201	180	195
12:00	184	163	179	188	247	196	210	185	195
13:00	196	171	206	214	204	197	195	196	198
14:00	176	196	195	239	183	153	199	201	192
15:00	262	301	239	270	188	143	275	269	240
16:00	260	286	329	332	186	159	347	311	271
17:00	301	310	349	277	164	148	355	318	272
18:00	196	168	208	221	129	124	187	196	176
19:00	135	138	136	132	103	103	124	133	124
20:00	71	85	101	71	50	54	60	78	70
21:00	51	46	50	42	52	33	43	46	45
22:00	28	26	26	47	27	35	28	31	31
23:00	14	16	15	29	38	5	5	16	17
Total									
12H(7-19)	2844	2858	2917	2912	2186	1794	2979	2902	2641
16H(6-22)	3194	3218	3283	3242	2406	1993	3299	3247	2948
18H(6-24)	3236	3260	3324	3318	2471	2033	3332	3294	2996
24H(0-24)	3295	3318	3377	3380	2505	2071	3378	3350	3046
AM Peak	08:00	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00
	392	**361**	**378**	**328**	**245**	**221**	**348**	**361**	**298**
PM Peak	17:00	17:00	17:00	16:00	12:00	13:00	17:00	17:00	17:00
	301	**310**	**349**	**332**	**247**	**197**	**355**	**318**	**272**

360 TSL Ltd

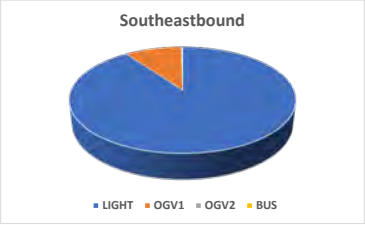
Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 8 Sep	1473	1319	153	0	1
Wed 9 Sep	1541	1349	189	2	1
Thu 10 Sep	1540	1369	171	0	0
Fri 11 Sep	1549	1366	181	1	1
Sat 12 Sep	1247	1176	65	6	0
Sun 13 Sep	1056	1000	52	4	0
Mon 14 Sep	1565	1408	155	2	0
5 Day Ave.	1534	1362	170	1	1
7 Day Ave.	1424	1284	138	2	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 16 May	100.0%	89.5%	10.4%	0.0%	0.1%
Thu 17 May	100.0%	87.5%	12.3%	0.1%	0.1%
Fri 18 May	100.0%	88.9%	11.1%	0.0%	0.0%
Sat 19 May	100.0%	88.2%	11.7%	0.1%	0.1%
Sun 20 May	100.0%	94.3%	5.2%	0.5%	0.0%
Mon 21 May	100.0%	94.7%	4.9%	0.4%	0.0%
Tue 22 May	100.0%	90.0%	9.9%	0.1%	0.0%
5 Day Ave.	100.0%	88.8%	11.1%	0.1%	0.0%
7 Day Ave.	100.0%	90.1%	9.7%	0.2%	0.0%

360 TSL Ltd



Channel: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 8 Sep	1822	1597	221	3	1
Wed 9 Sep	1777	1564	211	1	1
Thu 10 Sep	1837	1614	216	6	1
Fri 11 Sep	1831	1577	246	6	2
Sat 12 Sep	1258	1175	78	5	0
Sun 13 Sep	1015	955	53	6	1
Mon 14 Sep	1813	1590	223	0	0
5 Day Ave.	1816	1588	223	3	1
7 Day Ave.	1622	1439	178	4	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 16 May	100.0%	87.7%	12.1%	0.2%	0.1%
Thu 17 May	100.0%	88.0%	11.9%	0.1%	0.1%
Fri 18 May	100.0%	87.9%	11.8%	0.3%	0.1%
Sat 19 May	100.0%	86.1%	13.4%	0.3%	0.1%
Sun 20 May	100.0%	93.4%	6.2%	0.4%	0.0%
Mon 21 May	100.0%	94.1%	5.2%	0.6%	0.1%
Tue 22 May	100.0%	87.7%	12.3%	0.0%	0.0%
5 Day Ave.	100.0%	87.5%	12.3%	0.2%	0.1%
7 Day Ave.	100.0%	88.7%	11.0%	0.2%	0.1%

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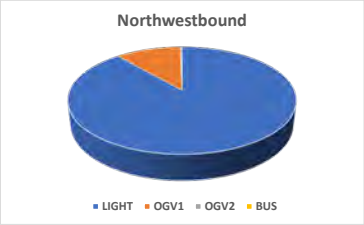

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 8 Sep	3295	2916	374	3	2
Wed 9 Sep	3318	2913	400	3	2
Thu 10 Sep	3377	2983	387	6	1
Fri 11 Sep	3380	2943	427	7	3
Sat 12 Sep	2505	2351	143	11	0
Sun 13 Sep	2071	1955	105	10	1
Mon 14 Sep	3378	2998	378	2	0
5 Day Ave.	3350	2951	393	4	2
7 Day Ave.	3046	2723	316	6	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 16 May	100.0%	88.5%	11.4%	0.1%	0.1%
Thu 17 May	100.0%	87.8%	12.1%	0.1%	0.1%
Fri 18 May	100.0%	88.3%	11.5%	0.2%	0.0%
Sat 19 May	100.0%	87.1%	12.6%	0.2%	0.1%
Sun 20 May	100.0%	93.9%	5.7%	0.4%	0.0%
Mon 21 May	100.0%	94.4%	5.1%	0.5%	0.0%
Tue 22 May	100.0%	88.8%	11.2%	0.1%	0.0%
5 Day Ave.	100.0%	88.1%	11.7%	0.1%	0.0%
7 Day Ave.	100.0%	89.4%	10.4%	0.2%	0.0%

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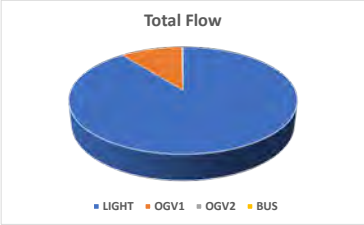
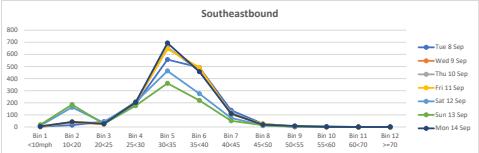


Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

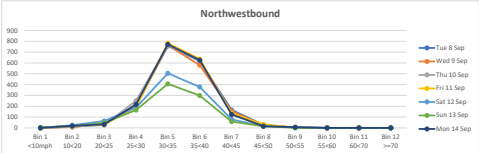
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 8 Sep	1473	39.5	34.3	5.6	4	15	44	190	557	492	138	26	4	3	0	0
Wed 9 Sep	1541	39.0	33.7	5.7	7	37	24	200	650	488	110	22	1	1	1	0
Thu 10 Sep	1540	39.0	33.6	5.6	0	39	36	207	659	462	122	10	2	3	0	0
Fri 11 Sep	1549	39.0	33.7	5.7	3	41	28	206	645	491	104	25	5	1	0	0
Sat 12 Sep	1247	38.3	30.9	8.1	10	163	35	206	463	275	74	15	3	3	0	0
Sun 13 Sep	1056	38.0	29.8	8.9	18	185	25	176	361	220	51	15	4	1	0	0
Mon 14 Sep	1565	39.0	33.6	5.8	4	42	26	203	694	457	110	19	9	1	0	0
5 Day Ave.	1534	39.1	33.8	5.7	4	35	32	201	641	478	117	20	4	2	0	0
7 Day Ave.	1424	38.8	32.8	6.5	7	75	31	198	576	412	101	19	4	2	0	0



360 TSL Ltd

Channel: Northwestbound

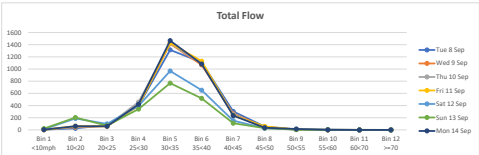
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 8 Sep	1822	39.4	34.5	4.9	0	11	32	207	757	618	166	28	3	0	0	0
Wed 9 Sep	1777	39.3	34.4	4.9	0	8	38	203	764	579	156	24	5	0	0	0
Thu 10 Sep	1837	39.1	34.2	4.8	0	12	26	250	763	626	134	21	4	1	0	0
Fri 11 Sep	1831	39.2	34.4	5.0	0	20	32	189	783	637	134	33	3	0	0	0
Sat 12 Sep	1258	38.8	33.3	5.7	1	25	64	187	505	378	79	13	6	0	0	0
Sun 13 Sep	1015	38.7	33.2	5.8	4	18	46	165	407	299	59	15	1	0	1	0
Mon 14 Sep	1813	39.0	34.1	4.9	0	19	33	217	772	626	124	16	6	0	0	0
5 Day Ave.	1816	39.2	34.3	4.9	0	14	32	213	768	617	143	24	4	0	0	0
7 Day Ave.	1622	39.1	34.0	5.2	1	16	39	203	679	538	122	21	4	0	0	0



360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 8 Sep	3295	39.4	34.4	5.2	4	26	76	397	1314	1110	304	54	7	3	0	0
Wed 9 Sep	3318	39.2	34.1	5.3	7	45	62	403	1414	1067	266	46	6	1	1	0
Thu 10 Sep	3377	39.0	33.9	5.2	0	51	62	457	1422	1088	256	31	6	4	0	0
Fri 11 Sep	3380	39.1	34.1	5.4	3	61	60	395	1428	1128	238	58	8	1	0	0
Sat 12 Sep	2505	38.6	32.1	7.1	11	188	99	393	968	653	153	28	9	3	0	0
Sun 13 Sep	2071	38.4	31.4	7.7	22	203	71	341	768	519	110	30	5	1	1	0
Mon 14 Sep	3378	39.0	33.9	5.3	4	61	59	420	1466	1083	234	35	15	1	0	0
5 Day Ave.	3350	39.1	34.1	5.3	4	49	64	414	1409	1095	260	45	8	2	0	0
7 Day Ave.	3046	39.0	33.4	5.9	7	91	70	401	1254	950	223	40	8	2	0	0



360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 8 Sep	175	38.2	32.4	6.2	2	5	8	29	75	47	7	1	1	0	0	0
Wed 9 Sep	170	37.7	31.9	6.3	3	6	2	36	80	33	9	1	0	0	0	0
Thu 10 Sep	167	38.4	32.8	5.5	0	6	5	27	69	52	8	0	0	0	0	0
Fri 11 Sep	158	37.5	31.9	5.7	1	7	4	28	75	39	4	0	0	0	0	0
Sat 12 Sep	238	36.7	26.6	9.4	3	77	7	40	62	39	10	0	0	0	0	0
Sun 13 Sep	222	37.1	26.7	9.9	3	78	3	28	61	38	8	2	1	0	0	0
Mon 14 Sep	190	37.9	32.0	6.4	0	13	3	36	82	47	7	1	1	0	0	0
5 Day Ave.	172	37.9	32.2	6.0	1	7	4	31	76	44	7	1	0	0	0	0
7 Day Ave.	189	37.6	30.6	7.1	2	27	5	32	72	42	8	1	0	0	0	0

360 TSL Ltd

Channel: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 8 Sep	203	38.4	33.0	5.1	0	2	6	40	97	41	14	3	0	0	0	0
Wed 9 Sep	201	38.3	33.7	4.1	0	0	4	28	92	70	6	1	0	0	0	0
Thu 10 Sep	165	38.7	33.8	4.2	0	0	2	25	76	51	11	0	0	0	0	0
Fri 11 Sep	190	38.9	33.8	5.1	0	1	6	32	73	63	11	4	0	0	0	0
Sat 12 Sep	217	38.5	32.6	6.0	1	6	9	43	86	57	13	1	1	0	0	0
Sun 13 Sep	169	38.8	32.2	7.5	4	7	12	24	60	48	9	5	0	0	0	0
Mon 14 Sep	193	38.3	33.2	5.1	0	3	5	36	78	63	5	3	0	0	0	0
5 Day Ave.	190	38.5	33.5	4.7	0	1	5	32	83	58	9	2	0	0	0	0
7 Day Ave.	191	38.6	33.2	5.3	1	3	6	33	80	56	10	2	0	0	0	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 8 Sep	378	38.3	32.7	5.7	2	7	14	69	172	88	21	4	1	0	0	0
Wed 9 Sep	371	38.1	32.9	5.3	3	6	6	64	172	103	15	2	0	0	0	0
Thu 10 Sep	332	38.5	33.3	4.9	0	6	7	52	145	103	19	0	0	0	0	0
Fri 11 Sep	348	38.4	32.9	5.5	1	8	10	60	148	102	15	4	0	0	0	0
Sat 12 Sep	455	37.7	29.5	8.5	4	83	16	83	148	96	23	1	1	0	0	0
Sun 13 Sep	391	38.0	29.1	9.4	7	85	15	52	121	86	17	7	1	0	0	0
Mon 14 Sep	383	38.2	32.6	5.8	0	16	8	72	160	110	12	4	1	0	0	0
5 Day Ave.	362	38.3	32.9	5.4	1	9	9	63	159	101	16	3	0	0	0	0
7 Day Ave.	380	38.2	31.8	6.4	2	30	11	65	152	98	17	3	1	0	0	0

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 8 Sep	222	39.2	34.2	5.2	0	2	8	27	84	81	17	3	0	0	0	0
Wed 9 Sep	241	38.7	33.8	4.7	0	2	5	34	105	79	15	1	0	0	0	0
Thu 10 Sep	210	39.0	33.4	5.5	0	4	9	27	94	56	18	2	0	0	0	0
Fri 11 Sep	263	39.1	33.7	6.0	2	7	4	35	107	83	21	3	1	0	0	0
Sat 12 Sep	184	37.8	32.4	5.3	1	2	7	41	81	43	7	2	0	0	0	0
Sun 13 Sep	142	37.9	32.5	5.9	1	2	5	32	63	31	4	3	0	1	0	0
Mon 14 Sep	246	38.8	33.3	6.0	2	5	9	31	109	70	15	3	2	0	0	0
5 Day Ave.	236	39.0	33.7	5.5	1	4	7	31	100	74	17	2	1	0	0	0
7 Day Ave.	215	38.6	33.3	5.5	1	3	7	32	92	63	14	2	0	0	0	0

360 TSL Ltd

Channel: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 8 Sep	216	39.0	33.8	5.1	0	3	8	24	92	71	17	1	0	0	0	0
Wed 9 Sep	256	39.1	34.1	4.7	0	0	8	26	130	65	23	4	0	0	0	0
Thu 10 Sep	224	38.9	33.5	5.5	0	2	11	36	89	68	13	4	1	0	0	0
Fri 11 Sep	246	38.6	33.5	5.0	0	1	8	39	117	61	15	4	1	0	0	0
Sat 12 Sep	187	38.5	32.8	5.8	0	4	13	31	72	55	10	1	1	0	0	0
Sun 13 Sep	154	38.4	32.9	5.2	0	1	9	27	71	34	10	2	0	0	0	0
Mon 14 Sep	228	38.8	33.6	5.1	0	1	10	32	105	60	17	2	1	0	0	0
5 Day Ave.	234	38.9	33.7	5.1	0	1	9	31	107	65	17	3	1	0	0	0
7 Day Ave.	216	38.8	33.4	5.2	0	2	10	31	97	59	15	3	1	0	0	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 8 Sep	438	39.1	34.0	5.1	0	5	16	51	176	152	34	4	0	0	0	0
Wed 9 Sep	497	38.9	33.9	4.7	0	2	13	60	235	144	38	5	0	0	0	0
Thu 10 Sep	434	38.9	33.5	5.5	0	6	20	63	183	124	31	6	1	0	0	0
Fri 11 Sep	509	38.9	33.6	5.6	2	8	12	74	224	144	36	7	2	0	0	0
Sat 12 Sep	371	38.2	32.6	5.6	1	6	20	72	153	98	17	3	1	0	0	0
Sun 13 Sep	296	38.1	32.7	5.6	1	3	14	59	134	65	14	5	0	1	0	0
Mon 14 Sep	474	38.8	33.4	5.6	2	6	19	63	214	130	32	5	3	0	0	0
5 Day Ave.	470	38.9	33.7	5.3	1	5	16	62	206	139	34	5	1	0	0	0
7 Day Ave.	431	38.7	33.4	5.4	1	5	16	63	188	122	29	5	1	0	0	0

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	1	1	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	4	3	1	0	0
05:00	14	13	1	0	0
06:00	28	24	4	0	0
07:00	101	86	15	0	0
08:00	140	132	8	0	0
09:00	96	84	12	0	0
10:00	81	69	12	0	0
11:00	94	83	11	0	0
12:00	84	71	13	0	0
13:00	85	74	11	0	0
14:00	88	75	13	0	0
15:00	134	119	15	0	0
16:00	140	124	15	0	1
17:00	135	123	12	0	0
18:00	94	92	2	0	0
19:00	58	56	2	0	0
20:00	43	39	4	0	0
21:00	31	30	1	0	0
22:00	15	15	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	1272	1132	139	0	1
16H(6-22)	1432	1281	150	0	1
18H(6-24)	1450	1299	150	0	1
24H(0-24)	1473	1319	153	0	1
AM Peak	08:00	08:00	07:00	00:00	00:00
	140	132	15	0	0
PM Peak	16:00	16:00	15:00	12:00	16:00
	140	124	15	0	1

360 TSL Ltd

Channel: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	3	2	1	0	0
04:00	2	2	0	0	0
05:00	24	23	1	0	0
06:00	65	55	10	0	0
07:00	195	160	35	0	0
08:00	252	228	24	0	0
09:00	107	89	18	0	0
10:00	120	102	18	0	0
11:00	83	71	12	0	0
12:00	100	84	16	0	0
13:00	111	91	20	0	0
14:00	88	75	13	0	0
15:00	128	115	13	0	0
16:00	120	105	13	1	1
17:00	166	154	12	0	0
18:00	102	93	8	1	0
19:00	77	72	4	1	0
20:00	28	27	1	0	0
21:00	20	19	1	0	0
22:00	13	13	0	0	0
23:00	11	10	1	0	0
Total					
12H(7-19)	1572	1367	202	2	1
16H(6-22)	1762	1540	218	3	1
18H(6-24)	1786	1563	219	3	1
24H(0-24)	1822	1597	221	3	1
AM Peak	08:00	08:00	07:00	00:00	00:00
	252	228	35	0	0
PM Peak	17:00	17:00	13:00	16:00	16:00
	166	154	20	1	1

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	8	0	0	0
01:00	2	2	0	0	0
02:00	2	1	1	0	0
03:00	3	2	1	0	0
04:00	6	5	1	0	0
05:00	38	36	2	0	0
06:00	93	79	14	0	0
07:00	296	246	50	0	0
08:00	392	360	32	0	0
09:00	203	173	30	0	0
10:00	201	171	30	0	0
11:00	177	154	23	0	0
12:00	184	155	29	0	0
13:00	196	165	31	0	0
14:00	176	150	26	0	0
15:00	262	234	28	0	0
16:00	260	229	28	1	2
17:00	301	277	24	0	0
18:00	196	185	10	1	0
19:00	135	128	6	1	0
20:00	71	66	5	0	0
21:00	51	49	2	0	0
22:00	28	28	0	0	0
23:00	14	13	1	0	0
Total					
12H(7-19)	2844	2499	341	2	2
16H(6-22)	3194	2821	368	3	2
18H(6-24)	3236	2862	369	3	2
24H(0-24)	3295	2916	374	3	2
AM Peak	08:00	08:00	07:00	00:00	00:00
	392	360	50	0	0
PM Peak	17:00	17:00	13:00	16:00	16:00
	301	277	31	1	2

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	4	1	0	0
01:00	3	3	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	4	3	1	0	0
05:00	14	13	1	0	0
06:00	32	27	5	0	0
07:00	115	99	15	1	0
08:00	137	121	15	0	1
09:00	86	82	4	0	0
10:00	91	71	19	1	0
11:00	79	74	5	0	0
12:00	91	78	13	0	0
13:00	87	75	12	0	0
14:00	88	73	15	0	0
15:00	153	118	35	0	0
16:00	153	135	18	0	0
17:00	159	152	7	0	0
18:00	86	79	7	0	0
19:00	67	57	10	0	0
20:00	37	34	3	0	0
21:00	25	23	2	0	0
22:00	17	16	1	0	0
23:00	12	12	0	0	0
Total					
12H(7-19)	1325	1157	165	2	1
16H(6-22)	1486	1298	185	2	1
18H(6-24)	1515	1326	186	2	1
24H(0-24)	1541	1349	189	2	1
AM Peak	08:00	08:00	10:00	07:00	08:00
	137	121	19	1	1
PM Peak	17:00	17:00	15:00	12:00	12:00
	159	152	35	0	0

360 TSL Ltd

Channel: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	4	1	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	6	5	1	0	0
05:00	20	19	1	0	0
06:00	59	49	10	0	0
07:00	181	156	25	0	0
08:00	224	198	24	1	1
09:00	149	127	22	0	0
10:00	100	85	15	0	0
11:00	101	78	23	0	0
12:00	72	60	12	0	0
13:00	84	79	5	0	0
14:00	108	94	14	0	0
15:00	148	133	15	0	0
16:00	133	118	15	0	0
17:00	151	140	11	0	0
18:00	82	75	7	0	0
19:00	71	67	4	0	0
20:00	48	44	4	0	0
21:00	21	20	1	0	0
22:00	9	8	1	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	1533	1343	188	1	1
16H(6-22)	1732	1523	207	1	1
18H(6-24)	1745	1535	208	1	1
24H(0-24)	1777	1564	211	1	1
AM Peak	08:00	08:00	07:00	08:00	08:00
	224	198	25	1	1
PM Peak	17:00	17:00	15:00	12:00	12:00
	151	140	15	0	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	10	8	2	0	0
01:00	4	4	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	10	8	2	0	0
05:00	34	32	2	0	0
06:00	91	76	15	0	0
07:00	296	255	40	1	0
08:00	361	319	39	1	2
09:00	235	209	26	0	0
10:00	191	156	34	1	0
11:00	180	152	28	0	0
12:00	163	138	25	0	0
13:00	171	154	17	0	0
14:00	196	167	29	0	0
15:00	301	251	50	0	0
16:00	286	253	33	0	0
17:00	310	292	18	0	0
18:00	168	154	14	0	0
19:00	138	124	14	0	0
20:00	85	78	7	0	0
21:00	46	43	3	0	0
22:00	26	24	2	0	0
23:00	16	16	0	0	0
Total					
12H(7-19)	2858	2500	353	3	2
16H(6-22)	3218	2821	392	3	2
18H(6-24)	3260	2861	394	3	2
24H(0-24)	3318	2913	400	3	2
AM Peak	08:00	08:00	07:00	07:00	08:00
	361	319	40	1	2
PM Peak	17:00	17:00	15:00	12:00	12:00
	310	292	50	0	0

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	3	3	0	0	0
02:00	0	0	0	0	0
03:00	2	1	1	0	0
04:00	3	2	1	0	0
05:00	11	11	0	0	0
06:00	26	23	3	0	0
07:00	102	89	13	0	0
08:00	145	130	15	0	0
09:00	89	77	12	0	0
10:00	88	78	10	0	0
11:00	79	71	8	0	0
12:00	82	68	14	0	0
13:00	92	83	9	0	0
14:00	92	73	19	0	0
15:00	118	102	16	0	0
16:00	179	154	25	0	0
17:00	178	167	11	0	0
18:00	101	94	7	0	0
19:00	49	48	1	0	0
20:00	48	43	5	0	0
21:00	26	25	1	0	0
22:00	15	15	0	0	0
23:00	8	8	0	0	0
Total					
12H(7-19)	1345	1186	159	0	0
16H(6-22)	1494	1325	169	0	0
18H(6-24)	1517	1348	169	0	0
24H(0-24)	1540	1369	171	0	0
AM Peak	08:00	08:00	08:00	00:00	00:00
	145	130	15	0	0
PM Peak	16:00	17:00	16:00	12:00	12:00
	179	167	25	0	0

360 TSL Ltd

Channel: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	3	1	2	0	0
04:00	3	3	0	0	0
05:00	21	19	2	0	0
06:00	53	44	9	0	0
07:00	200	168	32	0	0
08:00	233	214	19	0	0
09:00	111	97	14	0	0
10:00	80	65	14	0	1
11:00	85	74	11	0	0
12:00	97	78	18	1	0
13:00	114	99	15	0	0
14:00	103	89	13	1	0
15:00	121	106	14	1	0
16:00	150	127	21	2	0
17:00	171	156	14	1	0
18:00	107	101	6	0	0
19:00	87	85	2	0	0
20:00	53	47	6	0	0
21:00	24	20	4	0	0
22:00	11	11	0	0	0
23:00	7	7	0	0	0
Total					
12H(7-19)	1572	1374	191	6	1
16H(6-22)	1789	1570	212	6	1
18H(6-24)	1807	1588	212	6	1
24H(0-24)	1837	1614	216	6	1
AM Peak	08:00	08:00	07:00	00:00	10:00
	233	214	32	0	1
PM Peak	17:00	17:00	16:00	16:00	12:00
	171	156	21	2	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	6	0	0	0
01:00	4	4	0	0	0
02:00	0	0	0	0	0
03:00	5	2	3	0	0
04:00	6	5	1	0	0
05:00	32	30	2	0	0
06:00	79	67	12	0	0
07:00	302	257	45	0	0
08:00	378	344	34	0	0
09:00	200	174	26	0	0
10:00	168	143	24	0	1
11:00	164	145	19	0	0
12:00	179	146	32	1	0
13:00	206	182	24	0	0
14:00	195	162	32	1	0
15:00	239	208	30	1	0
16:00	329	281	46	2	0
17:00	349	323	25	1	0
18:00	208	195	13	0	0
19:00	136	133	3	0	0
20:00	101	90	11	0	0
21:00	50	45	5	0	0
22:00	26	26	0	0	0
23:00	15	15	0	0	0
Total					
12H(7-19)	2917	2560	350	6	1
16H(6-22)	3283	2895	381	6	1
18H(6-24)	3324	2936	381	6	1
24H(0-24)	3377	2983	387	6	1
AM Peak	08:00	08:00	07:00	00:00	10:00
	378	344	45	0	1
PM Peak	17:00	17:00	16:00	16:00	12:00
	349	323	46	2	0

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	3	2	1	0	0
04:00	2	2	0	0	0
05:00	11	11	0	0	0
06:00	28	23	5	0	0
07:00	100	89	11	0	0
08:00	126	108	17	1	0
09:00	98	84	14	0	0
10:00	90	77	13	0	0
11:00	68	58	10	0	0
12:00	93	78	15	0	0
13:00	107	93	14	0	0
14:00	121	103	17	0	1
15:00	142	123	19	0	0
16:00	166	142	24	0	0
17:00	136	126	10	0	0
18:00	105	103	2	0	0
19:00	67	62	5	0	0
20:00	33	31	2	0	0
21:00	21	21	0	0	0
22:00	13	12	1	0	0
23:00	13	12	1	0	0
Total					
12H(7-19)	1352	1184	166	1	1
16H(6-22)	1501	1321	178	1	1
18H(6-24)	1527	1345	180	1	1
24H(0-24)	1549	1366	181	1	1
AM Peak	08:00	08:00	08:00	08:00	00:00
	126	108	17	1	0
PM Peak	16:00	16:00	16:00	12:00	14:00
	166	142	24	0	1

360 TSL Ltd

Channel: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	3	1	0	0
01:00	6	3	3	0	0
02:00	1	1	0	0	0
03:00	3	2	1	0	0
04:00	3	3	0	0	0
05:00	23	19	4	0	0
06:00	57	46	11	0	0
07:00	180	148	32	0	0
08:00	202	184	18	0	0
09:00	117	94	22	1	0
10:00	78	66	11	0	1
11:00	112	89	22	1	0
12:00	95	78	17	0	0
13:00	107	86	19	2	0
14:00	118	96	21	0	1
15:00	128	110	17	1	0
16:00	166	147	19	0	0
17:00	141	130	11	0	0
18:00	116	109	7	0	0
19:00	65	57	7	1	0
20:00	38	37	1	0	0
21:00	21	19	2	0	0
22:00	34	34	0	0	0
23:00	16	16	0	0	0
Total					
12H(7-19)	1560	1337	216	5	2
16H(6-22)	1741	1496	237	6	2
18H(6-24)	1791	1546	237	6	2
24H(0-24)	1831	1577	246	6	2
AM Peak	08:00	08:00	07:00	09:00	10:00
	202	184	32	1	1
PM Peak	16:00	16:00	14:00	13:00	14:00
	166	147	21	2	1

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	7	1	0	0
01:00	7	4	3	0	0
02:00	2	2	0	0	0
03:00	6	4	2	0	0
04:00	5	5	0	0	0
05:00	34	30	4	0	0
06:00	85	69	16	0	0
07:00	280	237	43	0	0
08:00	328	292	35	1	0
09:00	215	178	36	1	0
10:00	168	143	24	0	1
11:00	180	147	32	1	0
12:00	188	156	32	0	0
13:00	214	179	33	2	0
14:00	239	199	38	0	2
15:00	270	233	36	1	0
16:00	332	289	43	0	0
17:00	277	256	21	0	0
18:00	221	212	9	0	0
19:00	132	119	12	1	0
20:00	71	68	3	0	0
21:00	42	40	2	0	0
22:00	47	46	1	0	0
23:00	29	28	1	0	0
Total					
12H(7-19)	2912	2521	382	6	3
16H(6-22)	3242	2817	415	7	3
18H(6-24)	3318	2891	417	7	3
24H(0-24)	3380	2943	427	7	3
AM Peak	08:00	08:00	07:00	08:00	10:00
	328	292	43	1	1
PM Peak	16:00	16:00	16:00	13:00	14:00
	332	289	43	2	2

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	4	3	1	0	0
02:00	0	0	0	0	0
03:00	2	1	1	0	0
04:00	1	1	0	0	0
05:00	7	7	0	0	0
06:00	5	5	0	0	0
07:00	30	26	4	0	0
08:00	86	80	6	0	0
09:00	119	110	6	3	0
10:00	116	111	4	1	0
11:00	122	111	11	0	0
12:00	117	111	5	1	0
13:00	115	111	3	1	0
14:00	98	93	5	0	0
15:00	86	79	7	0	0
16:00	76	73	3	0	0
17:00	76	73	3	0	0
18:00	54	54	0	0	0
19:00	48	46	2	0	0
20:00	26	25	1	0	0
21:00	26	25	1	0	0
22:00	12	12	0	0	0
23:00	19	17	2	0	0
Total					
12H(7-19)	1095	1032	57	6	0
16H(6-22)	1200	1133	61	6	0
18H(6-24)	1231	1162	63	6	0
24H(0-24)	1247	1176	65	6	0
AM Peak	11:00	10:00	11:00	09:00	00:00
	122	111	11	3	0
PM Peak	12:00	12:00	15:00	12:00	12:00
	117	111	7	1	0

360 TSL Ltd

Channel: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	5	5	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	6	4	2	0	0
06:00	10	9	1	0	0
07:00	39	29	10	0	0
08:00	80	73	7	0	0
09:00	76	66	7	3	0
10:00	94	89	5	0	0
11:00	123	116	7	0	0
12:00	130	126	4	0	0
13:00	89	82	5	2	0
14:00	85	83	2	0	0
15:00	102	96	6	0	0
16:00	110	104	6	0	0
17:00	88	86	2	0	0
18:00	75	70	5	0	0
19:00	55	50	5	0	0
20:00	24	24	0	0	0
21:00	26	24	2	0	0
22:00	15	15	0	0	0
23:00	19	17	2	0	0
Total					
12H(7-19)	1091	1020	66	5	0
16H(6-22)	1206	1127	74	5	0
18H(6-24)	1240	1159	76	5	0
24H(0-24)	1258	1175	78	5	0
AM Peak	11:00	11:00	07:00	09:00	00:00
	123	116	10	3	0
PM Peak	12:00	12:00	15:00	13:00	12:00
	130	126	6	2	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	7	0	0	0
01:00	9	8	1	0	0
02:00	0	0	0	0	0
03:00	2	1	1	0	0
04:00	3	3	0	0	0
05:00	13	11	2	0	0
06:00	15	14	1	0	0
07:00	69	55	14	0	0
08:00	166	153	13	0	0
09:00	195	176	13	6	0
10:00	210	200	9	1	0
11:00	245	227	18	0	0
12:00	247	237	9	1	0
13:00	204	193	8	3	0
14:00	183	176	7	0	0
15:00	188	175	13	0	0
16:00	186	177	9	0	0
17:00	164	159	5	0	0
18:00	129	124	5	0	0
19:00	103	96	7	0	0
20:00	50	49	1	0	0
21:00	52	49	3	0	0
22:00	27	27	0	0	0
23:00	38	34	4	0	0
Total					
12H(7-19)	2186	2052	123	11	0
16H(6-22)	2406	2260	135	11	0
18H(6-24)	2471	2321	139	11	0
24H(0-24)	2505	2351	143	11	0
AM Peak	11:00	11:00	11:00	09:00	00:00
	245	227	18	6	0
PM Peak	12:00	12:00	15:00	13:00	12:00
	247	237	13	3	0

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	8	0	0	0
01:00	4	4	0	0	0
02:00	0	0	0	0	0
03:00	3	2	1	0	0
04:00	0	0	0	0	0
05:00	3	3	0	0	0
06:00	4	4	0	0	0
07:00	21	20	1	0	0
08:00	72	67	3	2	0
09:00	92	87	5	0	0
10:00	107	104	3	0	0
11:00	115	107	7	1	0
12:00	97	91	6	0	0
13:00	97	92	4	1	0
14:00	76	73	3	0	0
15:00	66	63	3	0	0
16:00	68	62	6	0	0
17:00	72	71	1	0	0
18:00	45	43	2	0	0
19:00	51	49	2	0	0
20:00	20	19	1	0	0
21:00	14	14	0	0	0
22:00	18	15	3	0	0
23:00	3	2	1	0	0
Total 12H(7-19)	928	880	44	4	0
16H(6-22)	1017	966	47	4	0
18H(6-24)	1038	983	51	4	0
24H(0-24)	1056	1000	52	4	0
AM Peak	11:00	11:00	11:00	08:00	00:00
	115	107	7	2	0
PM Peak	12:00	13:00	12:00	13:00	12:00
	97	92	6	1	0

360 TSL Ltd

Channel: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	4	1	0	0
01:00	7	7	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	3	3	0	0	0
05:00	3	3	0	0	0
06:00	5	2	3	0	0
07:00	13	11	2	0	0
08:00	41	37	3	1	0
09:00	44	38	6	0	0
10:00	63	58	5	0	0
11:00	106	103	3	0	0
12:00	99	97	2	0	0
13:00	100	94	4	2	0
14:00	77	72	3	1	1
15:00	77	76	1	0	0
16:00	91	84	6	1	0
17:00	76	72	4	0	0
18:00	79	72	6	1	0
19:00	52	52	0	0	0
20:00	34	32	2	0	0
21:00	19	18	1	0	0
22:00	17	16	1	0	0
23:00	2	2	0	0	0
Total 12H(7-19)	866	814	45	6	1
16H(6-22)	976	918	51	6	1
18H(6-24)	995	936	52	6	1
24H(0-24)	1015	955	53	6	1
AM Peak	11:00	11:00	09:00	08:00	00:00
	106	103	6	1	0
PM Peak	13:00	12:00	16:00	13:00	14:00
	100	97	6	2	1

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	13	12	1	0	0
01:00	11	11	0	0	0
02:00	1	1	0	0	0
03:00	4	3	1	0	0
04:00	3	3	0	0	0
05:00	6	6	0	0	0
06:00	9	6	3	0	0
07:00	34	31	3	0	0
08:00	113	104	6	3	0
09:00	136	125	11	0	0
10:00	170	162	8	0	0
11:00	221	210	10	1	0
12:00	196	188	8	0	0
13:00	197	186	8	3	0
14:00	153	145	6	1	1
15:00	143	139	4	0	0
16:00	159	146	12	1	0
17:00	148	143	5	0	0
18:00	124	115	8	1	0
19:00	103	101	2	0	0
20:00	54	51	3	0	0
21:00	33	32	1	0	0
22:00	35	31	4	0	0
23:00	5	4	1	0	0
Total 12H(7-19)	1794	1694	89	10	1
16H(6-22)	1993	1884	98	10	1
18H(6-24)	2033	1919	103	10	1
24H(0-24)	2071	1955	105	10	1
AM Peak	11:00	11:00	09:00	08:00	00:00
	221	210	11	3	0
PM Peak	13:00	12:00	16:00	13:00	14:00
	197	188	12	3	1

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	0	1	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	11	11	0	0	0
06:00	30	26	4	0	0
07:00	96	86	10	0	0
08:00	120	112	8	0	0
09:00	101	90	11	0	0
10:00	90	76	14	0	0
11:00	100	85	15	0	0
12:00	108	99	8	1	0
13:00	101	83	18	0	0
14:00	93	82	11	0	0
15:00	153	139	13	1	0
16:00	167	151	16	0	0
17:00	184	169	15	0	0
18:00	86	82	4	0	0
19:00	51	48	3	0	0
20:00	36	34	2	0	0
21:00	17	16	1	0	0
22:00	12	11	1	0	0
23:00	5	5	0	0	0
Total					
12H(7-19)	1399	1254	143	2	0
16H(6-22)	1533	1378	153	2	0
18H(6-24)	1550	1394	154	2	0
24H(0-24)	1565	1408	155	2	0
AM Peak	08:00	08:00	11:00	00:00	00:00
	120	112	15	0	0
PM Peak	17:00	17:00	13:00	12:00	12:00
	184	169	18	1	0

360 TSL Ltd

Channel: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	3	1	2	0	0
02:00	0	0	0	0	0
03:00	1	0	1	0	0
04:00	4	4	0	0	0
05:00	23	22	1	0	0
06:00	63	51	12	0	0
07:00	175	144	31	0	0
08:00	228	197	31	0	0
09:00	108	102	6	0	0
10:00	92	80	12	0	0
11:00	101	84	17	0	0
12:00	102	84	18	0	0
13:00	94	81	13	0	0
14:00	106	92	14	0	0
15:00	122	111	11	0	0
16:00	180	153	27	0	0
17:00	171	157	14	0	0
18:00	101	94	7	0	0
19:00	73	71	2	0	0
20:00	24	23	1	0	0
21:00	26	23	3	0	0
22:00	16	16	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	1580	1379	201	0	0
16H(6-22)	1766	1547	219	0	0
18H(6-24)	1782	1563	219	0	0
24H(0-24)	1813	1590	223	0	0
AM Peak	08:00	08:00	07:00	00:00	00:00
	228	197	31	0	0
PM Peak	16:00	17:00	16:00	12:00	12:00
	180	157	27	0	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	4	1	3	0	0
02:00	0	0	0	0	0
03:00	1	0	1	0	0
04:00	5	5	0	0	0
05:00	34	33	1	0	0
06:00	93	77	16	0	0
07:00	271	230	41	0	0
08:00	348	309	39	0	0
09:00	209	192	17	0	0
10:00	182	156	26	0	0
11:00	201	169	32	0	0
12:00	210	183	26	1	0
13:00	195	164	31	0	0
14:00	199	174	25	0	0
15:00	275	250	24	1	0
16:00	347	304	43	0	0
17:00	355	326	29	0	0
18:00	187	176	11	0	0
19:00	124	119	5	0	0
20:00	60	57	3	0	0
21:00	43	39	4	0	0
22:00	28	27	1	0	0
23:00	5	5	0	0	0
Total					
12H(7-19)	2979	2633	344	2	0
16H(6-22)	3299	2925	372	2	0
18H(6-24)	3332	2957	373	2	0
24H(0-24)	3378	2998	378	2	0
AM Peak	08:00	08:00	07:00	00:00	00:00
	348	309	41	0	0
PM Peak	17:00	17:00	16:00	12:00	12:00
	355	326	43	1	0

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	3	37.8	34.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
01:00	1		37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	1		32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	44.0	40.0	5.0	0	0	0	0	1	0	3	0	0	0	0	0
05:00	14	42.3	37.5	6.2	0	0	0	2	1	8	2	0	1	0	0	0
06:00	28	43.2	37.7	4.8	0	0	0	1	8	9	9	1	0	0	0	0
07:00	101	39.5	35.6	4.0	0	0	0	5	42	43	9	2	0	0	0	0
08:00	140	39.4	34.0	5.7	0	3	5	17	52	48	13	2	0	0	0	0
09:00	96	39.7	35.3	4.4	0	0	1	8	36	39	11	1	0	0	0	0
10:00	81	38.0	32.4	6.1	1	2	5	11	34	26	1	1	0	0	0	0
11:00	94	38.3	32.4	6.4	1	3	3	18	41	21	6	0	1	0	0	0
12:00	84	38.1	32.9	5.4	0	2	3	12	42	20	3	2	0	0	0	0
13:00	85	37.9	32.4	5.5	1	0	3	22	33	23	1	2	0	0	0	0
14:00	88	38.8	33.5	5.4	0	2	3	14	28	37	4	0	0	0	0	0
15:00	134	39.5	34.6	5.0	0	0	5	13	56	44	13	3	0	0	0	0
16:00	140	39.6	34.0	6.0	1	1	4	22	54	40	15	1	2	0	0	0
17:00	135	39.9	35.4	5.1	0	0	2	14	48	52	16	2	0	1	0	0
18:00	94	40.5	35.7	6.0	0	1	3	7	28	40	10	4	0	1	0	0
19:00	58	40.8	34.2	7.0	0	1	4	9	18	16	8	1	0	1	0	0
20:00	43	42.1	35.2	6.3	0	0	2	7	12	13	6	3	0	0	0	0
21:00	31	39.5	33.8	5.5	0	0	1	6	13	7	3	1	0	0	0	0
22:00	15	42.2	35.8	5.2	0	0	0	2	5	4	4	0	0	0	0	0
23:00	3	42.8	35.8	5.8	0	0	0	0	2	0	1	0	0	0	0	0
Total																
2H(10-12)	175	38.2	32.4	6.2	2	5	8	29	75	47	7	1	1	0	0	0
2H(14-16)	222	39.2	34.2	5.2	0	2	8	27	84	81	17	3	0	0	0	0
12H(7-19)	1272	39.3	34.1	5.5	4	14	37	163	494	433	102	20	3	2	0	0
24H(0-24)	1473	39.5	34.3	5.6	4	15	44	190	557	492	138	26	4	3	0	0
AM Peak	08:00	04:00	04:00	11:00	10:00	08:00	08:00	11:00	08:00	08:00	08:00	07:00	05:00	00:00	00:00	00:00
	140	**44.0**	**40.0**	**6.4**	**1**	**3**	**5**	**18**	**52**	**48**	**13**	**2**	**1**	**0**	**0**	**0**
PM Peak	16:00	23:00	22:00	19:00	13:00	12:00	15:00	13:00	15:00	17:00	17:00	18:00	16:00	17:00	12:00	12:00
	140	**42.8**	**35.8**	**7.0**	**1**	**2**	**5**	**22**	**56**	**52**	**16**	**4**	**2**	**1**	**0**	**0**

360 TSL Ltd

Channel: **Northwestbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	5	51.3	42.5	7.9	0	0	0	0	1	1	1	1	1	0	0	0
01:00	1		47.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	1		42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	3	47.8	39.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
04:00	2		37.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
05:00	24	43.7	38.1	4.7	0	0	0	0	7	9	6	2	0	0	0	0
06:00	65	42.2	37.0	4.5	0	0	0	2	20	28	12	3	0	0	0	0
07:00	195	39.9	36.2	4.2	0	0	2	6	66	94	21	6	0	0	0	0
08:00	252	39.4	35.1	4.1	0	0	1	19	108	99	23	2	0	0	0	0
09:00	107	39.7	34.8	4.5	0	0	1	9	53	30	12	2	0	0	0	0
10:00	120	38.6	33.2	5.4	0	2	3	22	54	29	7	3	0	0	0	0
11:00	83	37.7	32.6	4.6	0	0	3	18	43	12	7	0	0	0	0	0
12:00	100	38.7	33.3	5.0	0	1	4	17	41	30	7	0	0	0	0	0
13:00	111	38.7	33.4	4.7	0	0	5	17	51	29	9	0	0	0	0	0
14:00	88	39.6	34.2	5.2	0	1	2	10	39	25	10	1	0	0	0	0
15:00	128	38.7	33.6	5.1	0	2	6	14	53	46	7	0	0	0	0	0
16:00	120	38.7	34.0	4.4	0	1	1	17	47	49	5	0	0	0	0	0
17:00	166	39.1	34.7	4.4	0	0	2	16	72	62	12	1	1	0	0	0
18:00	102	38.9	33.7	4.9	0	2	0	13	52	25	10	0	0	0	0	0
19:00	77	39.7	33.7	6.0	0	2	1	16	25	23	9	1	0	0	0	0
20:00	28	39.5	35.4	5.5	0	0	0	5	7	13	2	0	1	0	0	0
21:00	20	40.0	34.8	5.5	0	0	0	4	7	6	2	1	0	0	0	0
22:00	13	43.4	36.7	5.7	0	0	0	1	5	3	3	1	0	0	0	0
23:00	11	45.9	34.8	7.5	0	0	1	1	5	2	0	2	0	0	0	0
Total																
2H(10-12)	203	38.4	33.0	5.1	0	2	6	40	97	41	14	3	0	0	0	0
2H(14-16)	216	39.0	33.8	5.1	0	3	8	24	92	71	17	1	0	0	0	0
12H(7-19)	1572	39.2	34.3	4.7	0	9	30	178	679	530	130	15	1	0	0	0
24H(0-24)	1822	39.4	34.5	4.9	0	11	32	207	757	618	166	28	3	0	0	0
AM Peak	08:00	00:00	01:00	00:00	00:00	10:00	10:00	10:00	08:00	08:00	08:00	07:00	00:00	00:00	00:00	00:00
	252	**51.3**	**47.5**	**7.9**	**0**	**2**	**3**	**22**	**108**	**99**	**23**	**6**	**1**	**0**	**0**	**0**
PM Peak	17:00	23:00	22:00	23:00	12:00	15:00	15:00	12:00	17:00	17:00	17:00	23:00	17:00	12:00	12:00	12:00
	166	**45.9**	**36.7**	**7.5**	**0**	**2**	**6**	**17**	**72**	**62**	**12**	**2**	**1**	**0**	**0**	**0**

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	8	49.0	39.4	7.5	0	0	0	0	3	2	1	1	1	0	0	0
01:00	2		42.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
02:00	2		37.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
03:00	3	47.8	39.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
04:00	6	43.5	39.2	4.1	0	0	0	0	1	2	3	0	0	0	0	0
05:00	38	43.3	37.9	5.2	0	0	0	2	8	17	8	2	1	0	0	0
06:00	93	42.6	37.2	4.6	0	0	0	3	28	37	21	4	0	0	0	0
07:00	296	39.8	36.0	4.2	0	0	2	11	108	137	30	8	0	0	0	0
08:00	392	39.4	34.7	4.7	0	3	6	36	160	147	36	4	0	0	0	0
09:00	203	39.7	35.0	4.5	0	0	2	17	89	69	23	3	0	0	0	0
10:00	201	38.4	32.9	5.7	1	4	8	33	88	55	8	4	0	0	0	0
11:00	177	38.1	32.5	5.6	1	3	6	36	84	33	13	0	1	0	0	0
12:00	184	38.4	33.1	5.2	0	3	7	29	83	50	10	2	0	0	0	0
13:00	196	38.3	33.0	5.1	1	0	8	39	84	52	10	2	0	0	0	0
14:00	176	39.1	33.9	5.3	0	3	5	24	67	62	14	1	0	0	0	0
15:00	262	39.1	34.1	5.0	0	2	11	27	109	90	20	3	0	0	0	0
16:00	260	39.1	34.0	5.3	1	2	5	39	101	89	20	1	2	0	0	0
17:00	301	39.5	35.0	4.7	0	0	4	30	120	114	28	3	1	1	0	0
18:00	196	39.7	34.7	5.5	0	3	3	20	80	65	20	4	0	1	0	0
19:00	135	40.0	33.9	6.4	0	3	5	25	43	39	17	2	0	1	0	0
20:00	71	40.8	35.2	6.0	0	0	2	12	19	26	8	3	1	0	0	0
21:00	51	39.8	34.2	5.4	0	0	1	10	20	13	5	2	0	0	0	0
22:00	28	42.7	36.3	5.4	0	0	0	3	10	7	7	1	0	0	0	0
23:00	14	44.5	35.0	7.0	0	0	1	1	7	2	1	2	0	0	0	0
Total																
2H(10-12)	378	38.3	32.7	5.7	2	7	14	69	172	88	21	4	1	0	0	0
2H(14-16)	438	39.1	34.0	5.1	0	5	16	51	176	152	34	4	0	0	0	0
12H(7-19)	2844	39.2	34.2	5.1	4	23	67	341	1173	963	232	35	4	2	0	0
24H(0-24)	3295	39.4	34.4	5.2	4	26	76	397	1314	1110	304	54	7	3	0	0
AM Peak	08:00	00:00	01:00	03:00	10:00	10:00	10:00	08:00	08:00	08:00	08:00	07:00	00:00	00:00	00:00	00:00
	392	**49.0**	**42.5**	**7.6**	**1**	**4**	**8**	**36**	**160**	**147**	**36**	**8**	**1**	**0**	**0**	**0**
PM Peak	17:00	23:00	22:00	23:00	13:00	12:00	15:00	13:00	17:00	17:00	17:00	18:00	16:00	17:00	12:00	12:00
	301	**44.5**	**36.3**	**7.0**	**1**	**3**	**11**	**39**	**120**	**114**	**28**	**4**	**2**	**1**	**0**	**0**

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	5	38.1	34.5	2.7	0	0	0	0	3	2	0	0	0	0	0	0
01:00	3	33.9	30.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	44.0	40.0	5.0	0	0	0	0	1	0	3	0	0	0	0	0
05:00	14	43.6	38.4	9.1	0	0	0	1	5	3	4	0	0	0	1	0
06:00	32	42.6	36.6	5.8	0	1	0	0	11	11	8	1	0	0	0	0
07:00	115	39.1	34.6	4.8	0	1	2	12	43	49	6	2	0	0	0	0
08:00	137	39.2	34.1	5.4	0	4	2	11	60	47	12	1	0	0	0	0
09:00	86	39.0	34.3	4.6	0	1	0	11	36	31	7	0	0	0	0	0
10:00	91	37.1	31.7	6.0	1	3	1	23	44	13	5	1	0	0	0	0
11:00	79	38.0	32.0	6.6	2	3	1	13	36	20	4	0	0	0	0	0
12:00	91	36.6	29.7	7.4	2	9	3	26	33	14	4	0	0	0	0	0
13:00	87	37.9	32.6	5.5	1	2	2	13	42	24	3	0	0	0	0	0
14:00	88	39.3	33.7	5.8	0	2	3	14	31	29	8	1	0	0	0	0
15:00	153	38.4	33.8	4.0	0	0	2	20	74	50	7	0	0	0	0	0
16:00	153	38.9	33.8	5.8	0	7	2	15	57	63	7	2	0	0	0	0
17:00	159	39.4	34.9	4.5	0	0	4	13	64	61	16	1	0	0	0	0
18:00	86	39.8	33.8	7.0	1	4	0	9	38	22	8	4	0	0	0	0
19:00	67	39.2	34.7	5.2	0	0	1	8	31	20	2	5	0	0	0	0
20:00	37	39.3	34.8	4.9	0	0	1	2	19	11	2	2	0	0	0	0
21:00	25	38.8	33.9	4.9	0	0	0	5	11	7	1	1	0	0	0	0
22:00	17	47.3	38.4	8.5	0	0	0	3	3	5	3	1	1	1	0	0
23:00	12	38.5	35.0	2.6	0	0	0	0	6	6	0	0	0	0	0	0
Total																
2H(10-12)	170	37.7	31.9	6.3	3	6	2	36	80	33	9	1	0	0	0	0
2H(14-16)	241	38.7	33.8	4.7	0	2	5	34	105	79	15	1	0	0	0	0
12H(7-19)	1325	38.8	33.4	5.7	7	36	22	180	558	423	87	12	0	0	0	0
24H(0-24)	1541	39.0	33.7	5.7	7	37	24	200	650	488	110	22	1	1	1	0
AM Peak	08:00	04:00	04:00	05:00	11:00	08:00	07:00	10:00	08:00	07:00	08:00	07:00	00:00	00:00	05:00	00:00
	137	44.0	40.0	9.1	2	4	2	23	60	49	12	2	0	0	1	0
PM Peak	17:00	22:00	22:00	22:00	12:00	12:00	17:00	12:00	15:00	16:00	17:00	19:00	22:00	22:00	12:00	12:00
	159	47.3	38.4	8.5	2	9	4	26	74	63	16	5	1	1	0	0

360 TSL Ltd

Channel: **Northwestbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	5	53.1	43.5	8.9	0	0	0	0	1	1	1	0	2	0	0	0
01:00	1		37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	45.5	37.5	7.1	0	0	0	1	1	2	1	1	0	0	0	0
05:00	20	42.5	36.3	5.6	0	0	0	2	7	7	2	2	0	0	0	0
06:00	59	42.3	37.2	4.9	0	0	1	0	19	25	11	2	1	0	0	0
07:00	181	39.5	35.3	4.0	0	0	2	10	75	74	20	0	0	0	0	0
08:00	224	39.2	34.9	3.9	0	0	0	15	111	77	19	2	0	0	0	0
09:00	149	39.0	34.3	4.4	0	0	3	16	67	51	11	1	0	0	0	0
10:00	100	38.5	34.0	4.2	0	0	3	11	44	39	2	1	0	0	0	0
11:00	101	38.2	33.5	4.0	0	0	1	17	48	31	4	0	0	0	0	0
12:00	72	37.2	30.9	5.8	0	2	8	20	25	14	3	0	0	0	0	0
13:00	84	38.9	34.0	4.3	0	0	1	13	35	29	6	0	0	0	0	0
14:00	108	39.8	34.5	4.9	0	0	2	12	52	27	12	3	0	0	0	0
15:00	148	38.7	33.8	4.5	0	0	6	14	78	38	11	1	0	0	0	0
16:00	133	38.8	33.8	5.1	0	3	1	18	58	43	9	1	0	0	0	0
17:00	151	39.3	34.2	5.0	0	0	7	18	59	51	15	1	0	0	0	0
18:00	82	39.4	34.8	5.0	0	1	0	8	35	29	8	0	1	0	0	0
19:00	71	40.2	34.3	5.9	0	1	3	11	22	23	10	1	0	0	0	0
20:00	48	43.0	35.0	6.3	0	0	0	11	18	7	8	4	0	0	0	0
21:00	21	39.3	34.2	4.8	0	0	0	5	6	8	2	0	0	0	0	0
22:00	9	49.4	39.4	11.6	0	1	0	0	2	1	1	3	1	0	0	0
23:00	4	47.0	36.3	8.5	0	0	0	1	1	1	0	1	0	0	0	0
Total																
2H(10-12)	201	38.3	33.7	4.1	0	0	4	28	92	70	6	1	0	0	0	0
2H(14-16)	256	39.1	34.1	4.7	0	0	8	26	130	65	23	4	0	0	0	0
12H(7-19)	1533	39.0	34.2	4.6	0	6	34	172	687	503	120	10	1	0	0	0
24H(0-24)	1777	39.3	34.4	4.9	0	8	38	203	764	579	156	24	5	0	0	0
AM Peak	08:00	00:00	00:00	00:00	00:00	00:00	09:00	11:00	08:00	08:00	07:00	05:00	00:00	00:00	00:00	00:00
	224	53.1	43.5	8.9	0	0	3	17	111	77	20	2	2	0	0	0
PM Peak	17:00	22:00	22:00	22:00	12:00	16:00	12:00	12:00	15:00	17:00	17:00	20:00	18:00	12:00	12:00	12:00
	151	49.4	39.4	11.6	0	3	8	20	78	51	15	4	1	0	0	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	10	51.3	39.0	7.8	0	0	0	0	4	3	1	0	2	0	0	0
01:00	4	37.0	32.5	4.1	0	0	0	1	2	1	0	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	10	44.4	38.5	6.1	0	0	0	1	2	2	4	1	0	0	0	0
05:00	34	43.3	37.1	7.2	0	0	0	3	12	10	6	2	0	0	1	0
06:00	91	42.5	37.0	5.2	0	1	1	0	30	36	19	3	1	0	0	0
07:00	296	39.3	35.0	4.3	0	1	4	22	118	123	26	2	0	0	0	0
08:00	361	39.2	34.6	4.5	0	4	2	26	171	124	31	3	0	0	0	0
09:00	235	39.0	34.3	4.4	0	1	3	27	103	82	18	1	0	0	0	0
10:00	191	38.1	32.9	5.2	1	3	4	34	88	52	7	2	0	0	0	0
11:00	180	38.1	32.9	5.3	2	3	2	30	84	51	8	0	0	0	0	0
12:00	163	36.9	30.2	6.7	2	11	11	46	58	28	7	0	0	0	0	0
13:00	171	38.4	33.3	5.0	1	2	3	26	77	53	9	0	0	0	0	0
14:00	196	39.5	34.2	5.3	0	2	5	26	83	56	20	4	0	0	0	0
15:00	301	38.5	33.8	4.2	0	0	8	34	152	88	18	1	0	0	0	0
16:00	286	38.9	33.8	5.5	0	10	3	33	115	106	16	3	0	0	0	0
17:00	310	39.4	34.5	4.7	0	0	11	31	123	112	31	2	0	0	0	0
18:00	168	39.6	34.3	6.1	1	5	0	17	73	51	16	4	1	0	0	0
19:00	138	39.7	34.5	5.6	0	1	4	19	53	43	12	6	0	0	0	0
20:00	85	41.6	34.9	5.7	0	0	1	13	37	18	10	6	0	0	0	0
21:00	46	39.0	34.0	4.8	0	0	0	10	17	15	3	1	0	0	0	0
22:00	26	48.9	38.8	9.5	0	1	0	3	5	6	4	4	2	1	0	0
23:00	16	39.0	35.3	4.5	0	0	0	1	7	7	0	1	0	0	0	0
Total																
2H(10-12)	371	38.1	32.9	5.3	3	6	6	64	172	103	15	2	0	0	0	0
2H(14-16)	497	38.9	33.9	4.7	0	2	13	60	235	144	38	5	0	0	0	0
12H(7-19)	2858	38.9	33.8	5.1	7	42	56	352	1245	926	207	22	1	0	0	0
24H(0-24)	3318	39.2	34.1	5.3	7	45	62	403	1414	1067	266	46	6	1	1	0
AM Peak	08:00	00:00	00:00	00:00	11:00	08:00	07:00	10:00	08:00	08:00	08:00	06:00	00:00	00:00	05:00	00:00
	361	51.3	39.0	7.8	2	4	4	34	171	124	31	3	2	0	1	0
PM Peak	17:00	22:00	22:00	22:00	12:00	12:00	12:00	12:00	15:00	17:00	17:00	19:00	22:00	22:00	12:00	12:00
	310	48.9	38.8	9.5	2	11	11	46	152	112	31	6	2	1	0	0

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	4	42.0	37.5	4.1	0	0	0	0	1	2	1	0	0	0	0	0
01:00	3	39.3	37.5	0.0	0	0	0	0	0	3	0	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2		35.0	10.6	0	0	0	1	0	0	1	0	0	0	0	0
04:00	3	42.8	37.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
05:00	11	45.9	37.5	6.7	0	0	0	1	4	2	2	2	0	0	0	0
06:00	26	42.9	36.3	6.5	0	1	0	1	9	7	7	1	0	0	0	0
07:00	102	39.4	35.1	3.9	0	0	0	7	46	38	11	0	0	0	0	0
08:00	145	38.2	33.2	4.4	0	1	2	27	68	40	7	0	0	0	0	0
09:00	89	38.5	33.4	5.4	0	3	1	11	41	28	4	1	0	0	0	0
10:00	88	38.4	32.4	6.0	0	4	3	16	36	23	6	0	0	0	0	0
11:00	79	38.3	33.2	5.0	0	2	2	11	33	29	2	0	0	0	0	0
12:00	82	38.2	32.1	5.6	0	2	3	25	25	23	4	0	0	0	0	0
13:00	92	37.9	32.6	5.9	0	3	4	14	45	21	4	0	0	1	0	0
14:00	92	38.3	32.8	5.3	0	2	4	14	43	23	6	0	0	0	0	0
15:00	118	39.4	33.9	5.6	0	2	5	13	51	33	12	2	0	0	0	0
16:00	179	38.7	33.2	5.5	0	6	3	25	84	46	14	1	0	0	0	0
17:00	178	39.3	34.3	6.1	0	7	4	11	70	69	15	0	1	1	0	0
18:00	101	39.4	34.1	6.2	0	4	2	9	41	34	10	0	0	1	0	0
19:00	49	41.0	34.3	6.1	0	1	1	8	18	12	8	1	0	0	0	0
20:00	48	38.6	34.1	3.9	0	0	0	6	24	15	3	0	0	0	0	0
21:00	26	38.1	32.4	7.0	0	1	2	4	12	5	1	0	1	0	0	0
22:00	15	43.8	36.8	5.9	0	0	0	2	3	7	1	2	0	0	0	0
23:00	8	42.0	35.0	5.3	0	0	0	1	4	1	2	0	0	0	0	0
Total																
2H(10-12)	167	38.4	32.8	5.5	0	6	5	27	69	52	8	0	0	0	0	0
2H(14-16)	210	39.0	33.4	5.5	0	4	9	27	94	56	18	2	0	0	0	0
12H(7-19)	1345	38.8	33.4	5.5	0	36	33	183	583	407	95	4	1	3	0	0
24H(0-24)	1540	39.0	33.6	5.6	0	39	36	207	659	462	122	10	2	3	0	0
AM Peak	08:00	05:00	00:00	03:00	00:00	10:00	10:00	08:00	08:00	08:00	07:00	05:00	00:00	00:00	00:00	00:00
	145	45.9	37.5	10.6	0	4	3	27	68	40	11	2	0	0	0	0
PM Peak	16:00	22:00	22:00	21:00	12:00	17:00	15:00	12:00	16:00	17:00	17:00	15:00	17:00	13:00	12:00	12:00
	179	43.8	36.8	7.0	0	7	5	25	84	69	15	2	1	1	0	0

360 TSL Ltd

Channel: **Northwestbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	2		30.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
01:00	1		42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	39.3	37.5	0.0	0	0	0	0	0	3	0	0	0	0	0	0
04:00	3	42.8	39.2	2.9	0	0	0	0	0	2	1	0	0	0	0	0
05:00	21	41.4	37.0	4.7	0	0	0	2	3	12	3	1	0	0	0	0
06:00	53	40.7	36.5	4.2	0	0	0	3	15	26	8	1	0	0	0	0
07:00	200	39.3	35.6	3.5	0	0	0	6	83	95	15	1	0	0	0	0
08:00	233	39.1	34.6	4.2	0	0	0	25	112	74	19	3	0	0	0	0
09:00	111	39.2	34.9	4.1	0	0	1	9	47	45	8	1	0	0	0	0
10:00	80	38.3	33.6	3.9	0	0	0	13	40	23	4	0	0	0	0	0
11:00	85	39.0	34.0	4.5	0	0	2	12	36	28	7	0	0	0	0	0
12:00	97	38.3	33.2	4.4	0	0	3	18	43	28	5	0	0	0	0	0
13:00	114	38.7	33.1	5.3	0	2	0	26	54	20	10	2	0	0	0	0
14:00	103	38.8	33.3	5.8	0	1	6	18	42	27	6	2	1	0	0	0
15:00	121	38.9	33.7	5.2	0	1	5	18	47	41	7	2	0	0	0	0
16:00	150	38.6	33.5	5.5	0	4	0	25	66	45	8	1	0	1	0	0
17:00	171	39.0	34.1	4.9	0	1	3	28	63	63	11	2	0	0	0	0
18:00	107	39.0	34.1	5.5	0	3	1	12	44	39	5	3	0	0	0	0
19:00	87	38.6	33.5	5.1	0	0	2	19	33	28	3	1	1	0	0	0
20:00	53	39.4	33.9	4.9	0	0	1	11	19	16	6	0	0	0	0	0
21:00	24	39.6	34.4	4.8	0	0	1	2	11	7	3	0	0	0	0	0
22:00	11	50.9	38.4	8.3	0	0	0	1	4	2	2	0	2	0	0	0
23:00	7	44.9	36.8	8.9	0	0	1	1	0	2	2	1	0	0	0	0
Total																
2H(10-12)	165	38.7	33.8	4.2	0	0	2	25	76	51	11	0	0	0	0	0
2H(14-16)	224	38.9	33.5	5.5	0	2	11	36	89	68	13	4	1	0	0	0
12H(7-19)	1572	38.9	34.1	4.8	0	12	21	210	677	528	105	17	1	1	0	0
24H(0-24)	1837	39.1	34.2	4.8	0	12	26	250	763	626	134	21	4	1	0	0
AM Peak	08:00	04:00	01:00	05:00	00:00	00:00	11:00	08:00	08:00	07:00	08:00	08:00	00:00	00:00	00:00	00:00
	233	42.8	42.5	4.7	0	0	2	25	112	95	19	3	0	0	0	0
PM Peak	17:00	22:00	22:00	23:00	12:00	16:00	14:00	17:00	16:00	17:00	17:00	18:00	22:00	16:00	12:00	12:00
	171	50.9	38.4	8.9	0	4	6	28	66	63	11	3	2	1	0	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	6	40.5	35.0	5.2	0	0	0	1	2	2	1	0	0	0	0	0
01:00	4	42.0	38.8	2.5	0	0	0	0	0	3	1	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	41.3	36.5	5.5	0	0	0	1	0	3	1	0	0	0	0	0
04:00	6	42.8	38.3	3.8	0	0	0	0	1	3	2	0	0	0	0	0
05:00	32	43.2	37.2	5.4	0	0	0	3	7	14	5	3	0	0	0	0
06:00	79	41.7	36.4	5.0	0	1	0	4	24	33	15	2	0	0	0	0
07:00	302	39.3	35.4	3.6	0	0	0	13	129	133	26	1	0	0	0	0
08:00	378	38.8	34.0	4.3	0	1	2	52	180	114	26	3	0	0	0	0
09:00	200	38.9	34.2	4.8	0	3	2	20	88	73	12	2	0	0	0	0
10:00	168	38.3	33.0	5.1	0	4	3	29	76	46	10	0	0	0	0	0
11:00	164	38.6	33.6	4.8	0	2	4	23	69	57	9	0	0	0	0	0
12:00	179	38.3	32.7	5.0	0	2	6	43	68	51	9	0	0	0	0	0
13:00	206	38.3	32.9	5.6	0	5	4	40	99	41	14	2	0	1	0	0
14:00	195	38.6	33.1	5.5	0	3	10	32	85	50	12	2	1	0	0	0
15:00	239	39.1	33.8	5.4	0	3	10	31	98	74	19	4	0	0	0	0
16:00	329	38.7	33.3	5.5	0	10	3	50	150	91	22	2	0	1	0	0
17:00	349	39.2	34.2	5.5	0	8	7	39	133	132	26	2	1	1	0	0
18:00	208	39.2	34.1	5.8	0	7	3	21	85	73	15	3	0	1	0	0
19:00	136	39.2	33.8	5.4	0	1	3	27	51	40	11	2	1	0	0	0
20:00	101	39.0	34.0	4.4	0	0	1	17	43	31	9	0	0	0	0	0
21:00	50	39.0	33.4	6.1	0	1	3	6	23	12	4	0	1	0	0	0
22:00	26	45.3	37.5	6.9	0	0	0	3	7	9	3	2	2	0	0	0
23:00	15	43.4	35.8	7.0	0	0	1	2	4	3	4	1	0	0	0	0
Total																
2H(10-12)	332	38.5	33.3	4.9	0	6	7	52	145	103	19	0	0	0	0	0
2H(14-16)	434	38.9	33.5	5.5	0	6	20	63	183	124	31	6	1	0	0	0
12H(7-19)	2917	38.9	33.8	5.1	0	48	54	393	1260	935	200	21	2	4	0	0
24H(0-24)	3377	39.0	33.9	5.2	0	51	62	457	1422	1088	256	31	6	4	0	0
AM Peak	08:00	05:00	01:00	03:00	00:00	10:00	11:00	08:00	08:00	07:00	07:00	05:00	00:00	00:00	00:00	00:00
	378	**43.2**	**38.8**	**5.5**	**0**	**4**	**4**	**52**	**180**	**133**	**26**	**3**	**0**	**0**	**0**	**0**
PM Peak	17:00	22:00	22:00	23:00	12:00	16:00	14:00	16:00	16:00	17:00	17:00	15:00	22:00	13:00	12:00	12:00
	349	**45.3**	**37.5**	**7.0**	**0**	**10**	**10**	**50**	**150**	**132**	**26**	**4**	**2**	**1**	**0**	**0**

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	4	42.0	36.3	4.8	0	0	0	0	2	1	1	0	0	0	0	0
01:00	1		32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	1		32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	3	47.8	44.2	2.9	0	0	0	0	0	0	2	1	0	0	0	0
04:00	2		32.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
05:00	11	43.4	37.5	6.3	0	0	0	0	5	3	2	0	1	0	0	0
06:00	28	39.9	35.1	6.3	0	1	0	4	6	13	3	1	0	0	0	0
07:00	100	38.9	34.6	4.0	0	1	0	5	51	36	7	0	0	0	0	0
08:00	126	39.4	34.1	5.2	0	2	1	19	50	40	13	1	0	0	0	0
09:00	98	38.5	32.4	6.4	0	7	1	16	39	29	6	0	0	0	0	0
10:00	90	36.7	31.6	5.4	0	5	2	16	47	19	1	0	0	0	0	0
11:00	68	38.2	32.4	6.1	1	2	2	12	28	20	3	0	0	0	0	0
12:00	93	39.3	33.8	6.4	0	4	1	12	38	28	7	2	1	0	0	0
13:00	107	38.6	32.5	6.3	0	4	7	22	32	36	4	2	0	0	0	0
14:00	121	38.5	32.4	6.6	1	5	4	22	52	27	7	2	1	0	0	0
15:00	142	39.4	34.7	5.2	1	2	0	13	55	56	14	1	0	0	0	0
16:00	166	38.5	33.7	5.2	0	3	3	20	79	51	7	2	0	1	0	0
17:00	136	39.6	35.3	5.4	0	3	0	13	42	62	11	5	0	0	0	0
18:00	105	39.4	34.4	5.5	0	1	5	8	46	33	8	4	0	0	0	0
19:00	67	38.1	32.8	5.6	0	1	2	14	32	13	3	1	1	0	0	0
20:00	33	38.9	34.8	4.7	0	0	0	2	19	9	2	0	1	0	0	0
21:00	21	39.4	35.1	4.9	0	0	0	3	7	9	1	1	0	0	0	0
22:00	13	40.3	34.0	5.5	0	0	0	2	8	1	1	1	0	0	0	0
23:00	13	40.3	35.2	5.6	0	0	0	2	5	4	1	1	0	0	0	0
Total																
2H(10-12)	158	37.5	31.9	5.7	1	7	4	28	75	39	4	0	0	0	0	0
2H(14-16)	263	39.1	33.7	6.0	2	7	4	35	107	83	21	3	1	0	0	0
12H(7-19)	1352	38.9	33.6	5.7	3	39	26	178	559	437	88	19	2	1	0	0
24H(0-24)	1549	39.0	33.7	5.7	3	41	28	206	645	491	104	25	5	1	0	0
AM Peak	08:00	03:00	03:00	04:00	11:00	09:00	10:00	08:00	07:00	08:00	08:00	03:00	05:00	00:00	00:00	00:00
	126	47.8	44.2	7.1	1	7	2	19	51	40	13	1	1	0	0	0
PM Peak	16:00	22:00	17:00	14:00	14:00	14:00	13:00	13:00	16:00	17:00	15:00	17:00	12:00	16:00	12:00	12:00
	166	40.3	35.3	6.6	1	5	7	22	79	62	14	5	1	1	0	0

360 TSL Ltd

Channel: **Northwestbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	4	47.0	38.8	6.3	0	0	0	0	1	2	0	1	0	0	0	0
01:00	6	33.9	30.8	2.6	0	0	0	2	4	0	0	0	0	0	0	0
02:00	1		37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	3	42.8	35.8	7.6	0	0	0	1	0	1	1	0	0	0	0	0
04:00	3	42.8	37.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
05:00	23	43.3	37.7	4.9	0	0	0	1	7	5	10	0	0	0	0	0
06:00	57	42.0	36.7	5.2	0	0	2	3	12	27	11	2	0	0	0	0
07:00	180	39.6	35.8	4.4	0	0	3	7	65	85	15	4	1	0	0	0
08:00	202	39.6	35.4	4.1	0	0	1	9	91	77	21	3	0	0	0	0
09:00	117	38.9	34.3	4.6	0	1	2	11	52	43	7	1	0	0	0	0
10:00	78	38.8	33.2	5.1	0	0	4	15	33	19	6	1	0	0	0	0
11:00	112	39.0	34.2	5.1	0	1	2	17	40	44	5	3	0	0	0	0
12:00	95	38.2	33.3	4.7	0	1	3	13	45	29	3	1	0	0	0	0
13:00	107	38.8	32.7	6.8	0	9	1	13	43	33	7	1	0	0	0	0
14:00	118	38.6	33.7	4.5	0	0	2	21	50	38	6	1	0	0	0	0
15:00	128	38.7	33.3	5.5	0	1	6	18	67	23	9	3	1	0	0	0
16:00	166	38.7	34.4	4.0	0	2	1	8	81	67	7	0	0	0	0	0
17:00	141	39.2	34.8	4.9	0	3	1	7	58	61	9	2	0	0	0	0
18:00	116	38.3	33.3	5.0	0	1	2	22	55	28	5	3	0	0	0	0
19:00	65	38.6	34.0	4.8	0	0	0	12	28	21	2	1	1	0	0	0
20:00	38	39.7	35.0	5.2	0	0	1	3	17	12	3	2	0	0	0	0
21:00	21	41.4	36.3	4.7	0	0	0	1	8	8	3	1	0	0	0	0
22:00	34	39.5	35.3	4.6	0	0	0	2	17	11	2	2	0	0	0	0
23:00	16	38.0	31.7	7.4	0	1	1	3	8	1	1	1	0	0	0	0
Total																
2H(10-12)	190	38.9	33.8	5.1	0	1	6	32	73	63	11	4	0	0	0	0
2H(14-16)	246	38.6	33.5	5.0	0	1	8	39	117	61	15	4	1	0	0	0
12H(7-19)	1560	39.0	34.2	4.9	0	19	28	161	680	547	100	23	2	0	0	0
24H(0-24)	1831	39.2	34.4	5.0	0	20	32	189	783	637	134	33	3	0	0	0
AM Peak	08:00	00:00	00:00	03:00	00:00	09:00	10:00	11:00	08:00	07:00	08:00	07:00	07:00	00:00	00:00	00:00
	202	47.0	38.8	7.6	0	1	4	17	91	85	21	4	1	0	0	0
PM Peak	16:00	21:00	21:00	23:00	12:00	13:00	15:00	18:00	16:00	16:00	15:00	15:00	15:00	12:00	12:00	12:00
	166	41.4	36.3	7.4	0	9	6	22	81	67	9	3	1	0	0	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	8	44.0	37.5	5.3	0	0	0	0	3	3	1	1	0	0	0	0
01:00	7	34.0	31.1	2.4	0	0	0	2	5	0	0	0	0	0	0	0
02:00	2		35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
03:00	6	45.5	40.0	6.9	0	0	0	1	0	1	3	1	0	0	0	0
04:00	5	41.3	35.5	5.7	0	0	0	1	1	2	1	0	0	0	0	0
05:00	34	43.3	37.6	5.3	0	0	0	1	12	8	12	0	1	0	0	0
06:00	85	41.5	36.2	5.6	0	1	2	7	18	40	14	3	0	0	0	0
07:00	280	39.4	35.3	4.3	0	1	3	12	116	121	22	4	1	0	0	0
08:00	328	39.5	34.9	4.6	0	2	2	28	141	117	34	4	0	0	0	0
09:00	215	38.7	33.4	5.5	0	8	3	27	91	72	13	1	0	0	0	0
10:00	168	37.7	32.3	5.3	0	5	6	31	80	38	7	1	0	0	0	0
11:00	180	38.8	33.5	5.6	1	3	4	29	68	64	8	3	0	0	0	0
12:00	188	38.8	33.6	5.6	0	5	4	25	83	57	10	3	1	0	0	0
13:00	214	38.7	32.6	6.6	0	13	8	35	75	69	11	3	0	0	0	0
14:00	239	38.6	33.1	5.7	1	5	6	43	102	65	13	3	1	0	0	0
15:00	270	39.2	34.0	5.4	1	3	6	31	122	79	23	4	1	0	0	0
16:00	332	38.6	34.1	4.7	0	5	4	28	160	118	14	2	0	1	0	0
17:00	277	39.4	35.0	5.1	0	6	1	20	100	123	20	7	0	0	0	0
18:00	221	38.9	33.8	5.3	0	2	7	30	101	61	13	7	0	0	0	0
19:00	132	38.4	33.4	5.3	0	1	2	26	60	34	5	2	2	0	0	0
20:00	71	39.4	34.9	4.9	0	0	1	5	36	21	5	2	1	0	0	0
21:00	42	39.9	35.7	4.8	0	0	0	4	15	17	4	2	0	0	0	0
22:00	47	39.6	34.9	4.9	0	0	0	4	25	12	3	3	0	0	0	0
23:00	29	39.7	33.3	6.8	0	1	1	5	13	5	2	2	0	0	0	0
Total																
2H(10-12)	348	38.4	32.9	5.5	1	8	10	60	148	102	15	4	0	0	0	0
2H(14-16)	509	38.9	33.6	5.6	2	8	12	74	224	144	36	7	2	0	0	0
12H(7-19)	2912	39.0	33.9	5.3	3	58	54	339	1239	984	188	42	4	1	0	0
24H(0-24)	3380	39.1	34.1	5.4	3	61	60	395	1428	1128	238	58	8	1	0	0
AM Peak	08:00	03:00	03:00	03:00	11:00	09:00	10:00	10:00	08:00	07:00	08:00	07:00	05:00	00:00	00:00	00:00
	328	**45.5**	**40.0**	**6.9**	**1**	**8**	**6**	**31**	**141**	**121**	**34**	**4**	**1**	**0**	**0**	**0**
PM Peak	16:00	21:00	21:00	23:00	14:00	13:00	13:00	14:00	16:00	17:00	15:00	17:00	19:00	16:00	12:00	12:00
	332	**39.9**	**35.7**	**6.8**	**1**	**13**	**8**	**43**	**160**	**123**	**23**	**7**	**2**	**1**	**0**	**0**

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	2		37.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
01:00	4	44.0	40.0	5.0	0	0	0	0	1	0	3	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2		47.5	0.0	0	0	0	0	0	0	0	2	0	0	0	0
04:00	1		42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	7	44.8	37.5	6.5	0	0	0	1	1	3	1	1	0	0	0	0
06:00	5	41.3	37.5	3.5	0	0	0	0	1	3	1	0	0	0	0	0
07:00	30	38.8	32.8	7.0	0	3	0	2	13	10	2	0	0	0	0	0
08:00	86	39.0	30.1	8.9	1	14	5	13	28	15	9	1	0	0	0	0
09:00	119	37.0	27.6	9.4	3	33	1	16	39	23	4	0	0	0	0	0
10:00	116	36.1	25.6	9.5	2	43	2	21	27	17	4	0	0	0	0	0
11:00	122	37.2	27.6	9.2	1	34	5	19	35	22	6	0	0	0	0	0
12:00	117	37.9	30.1	8.0	0	20	3	19	42	27	6	0	0	0	0	0
13:00	115	38.2	31.7	7.5	1	9	5	18	48	26	5	2	0	1	0	0
14:00	98	37.9	33.0	4.4	0	0	4	17	47	26	4	0	0	0	0	0
15:00	86	37.7	31.8	6.2	1	2	3	24	34	17	3	2	0	0	0	0
16:00	76	38.8	32.5	6.3	1	2	2	16	30	18	7	0	0	0	0	0
17:00	76	39.2	34.0	5.6	0	1	0	14	31	22	7	0	0	1	0	0
18:00	54	38.8	34.0	5.1	0	0	2	7	24	17	3	0	1	0	0	0
19:00	48	39.0	34.1	6.5	0	1	0	7	24	11	3	0	1	1	0	0
20:00	26	43.5	34.3	8.6	0	1	3	2	9	5	3	2	1	0	0	0
21:00	26	40.3	34.2	5.8	0	0	0	6	11	5	2	2	0	0	0	0
22:00	12	37.0	33.3	2.9	0	0	0	1	8	3	0	0	0	0	0	0
23:00	19	45.3	34.9	6.3	0	0	0	3	10	3	0	3	0	0	0	0
Total																
2H(10-12)	238	36.7	26.6	9.4	3	77	7	40	62	39	10	0	0	0	0	0
2H(14-16)	184	37.8	32.4	5.3	1	2	7	41	81	43	7	2	0	0	0	0
12H(7-19)	1095	38.0	30.3	8.2	10	161	32	186	398	240	60	5	1	2	0	0
24H(0-24)	1247	38.3	30.9	8.1	10	163	35	206	463	275	74	15	3	3	0	0
AM Peak	11:00	05:00	03:00	10:00	09:00	10:00	08:00	10:00	09:00	09:00	08:00	03:00	00:00	00:00	00:00	00:00
	122	44.8	47.5	9.5	3	43	5	21	39	23	9	2	0	0	0	0
PM Peak	12:00	23:00	23:00	20:00	13:00	12:00	13:00	15:00	13:00	12:00	16:00	23:00	18:00	13:00	12:00	12:00
	117	45.3	34.9	8.6	1	20	5	24	48	27	7	3	1	1	0	0

360 TSL Ltd

Channel: **Northwestbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	5	39.1	36.5	2.2	0	0	0	0	1	4	0	0	0	0	0	0
01:00	5	38.8	34.5	4.5	0	0	0	1	1	3	0	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2		32.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
05:00	6	40.5	35.8	4.1	0	0	0	0	3	2	1	0	0	0	0	0
06:00	10	39.4	35.5	5.4	0	0	0	1	4	4	0	1	0	0	0	0
07:00	39	42.0	36.3	5.2	0	0	1	3	10	16	8	1	0	0	0	0
08:00	80	39.0	33.3	5.6	0	2	1	17	29	24	6	1	0	0	0	0
09:00	76	38.9	33.6	6.3	0	2	6	8	25	30	2	3	0	0	0	0
10:00	94	38.3	32.5	5.6	1	1	3	21	37	26	5	0	0	0	0	0
11:00	123	38.6	32.6	6.3	0	5	6	22	49	31	8	1	1	0	0	0
12:00	130	38.4	33.2	5.1	0	2	8	13	57	45	5	0	0	0	0	0
13:00	89	38.7	32.9	5.4	0	0	10	9	41	21	8	0	0	0	0	0
14:00	85	38.6	32.1	6.7	0	3	8	19	27	21	5	1	1	0	0	0
15:00	102	38.5	33.4	4.8	0	1	5	12	45	34	5	0	0	0	0	0
16:00	110	38.0	32.0	6.4	0	7	7	14	46	32	3	1	0	0	0	0
17:00	88	38.9	33.6	5.3	0	2	3	10	37	29	7	0	0	0	0	0
18:00	75	38.7	34.0	5.3	0	0	3	10	31	27	2	0	2	0	0	0
19:00	55	39.0	33.7	5.0	0	0	1	12	21	16	4	1	0	0	0	0
20:00	24	41.0	34.6	5.7	0	0	0	4	12	4	2	2	0	0	0	0
21:00	26	41.1	34.2	5.5	0	0	1	4	11	5	5	0	0	0	0	0
22:00	15	43.8	34.2	7.9	0	0	0	6	4	2	1	1	1	0	0	0
23:00	19	40.4	34.3	6.3	0	0	1	1	12	2	2	0	1	0	0	0
Total																
2H(10-12)	217	38.5	32.6	6.0	1	6	9	43	86	57	13	1	1	0	0	0
2H(14-16)	187	38.5	32.8	5.8	0	4	13	31	72	55	10	1	1	0	0	0
12H(7-19)	1091	38.7	33.1	5.8	1	25	61	158	434	336	64	8	4	0	0	0
24H(0-24)	1258	38.8	33.3	5.7	1	25	64	187	505	378	79	13	6	0	0	0
AM Peak	11:00	07:00	00:00	11:00	10:00	11:00	09:00	11:00	11:00	11:00	07:00	09:00	11:00	00:00	00:00	00:00
	123	42.0	36.5	6.3	1	5	6	22	49	31	8	3	1	0	0	0
PM Peak	12:00	22:00	20:00	22:00	12:00	16:00	13:00	14:00	12:00	12:00	13:00	20:00	18:00	12:00	12:00	12:00
	130	43.8	34.6	7.9	0	7	10	19	57	45	8	2	2	0	0	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	7	39.1	36.8	1.9	0	0	0	0	1	6	0	0	0	0	0	0
01:00	9	42.8	36.9	5.3	0	0	0	1	2	3	3	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2		47.5	0.0	0	0	0	0	0	0	0	2	0	0	0	0
04:00	3	42.8	35.8	5.8	0	0	0	0	2	0	1	0	0	0	0	0
05:00	13	42.6	36.7	5.3	0	0	0	1	4	5	2	1	0	0	0	0
06:00	15	39.8	36.2	4.8	0	0	0	1	5	7	1	1	0	0	0	0
07:00	69	40.3	34.8	6.3	0	3	1	5	23	26	10	1	0	0	0	0
08:00	166	39.0	31.7	7.7	1	16	6	30	57	39	15	2	0	0	0	0
09:00	195	38.1	29.9	8.8	3	35	7	24	64	53	6	3	0	0	0	0
10:00	210	37.4	28.7	8.7	3	44	5	42	64	43	9	0	0	0	0	0
11:00	245	38.0	30.1	8.3	1	39	11	41	84	53	14	1	1	0	0	0
12:00	247	38.2	31.8	6.8	0	22	11	32	99	72	11	0	0	0	0	0
13:00	204	38.4	32.3	6.7	1	9	15	27	89	47	13	2	0	1	0	0
14:00	183	38.3	32.5	5.6	0	3	12	36	74	47	9	1	1	0	0	0
15:00	188	38.2	32.6	5.5	1	3	8	36	79	51	8	2	0	0	0	0
16:00	186	38.3	32.2	6.4	1	9	9	30	76	50	10	1	0	0	0	0
17:00	164	39.1	33.8	5.4	0	3	3	24	68	51	14	0	0	1	0	0
18:00	129	38.7	34.0	5.2	0	0	5	17	55	44	5	0	3	0	0	0
19:00	103	39.0	33.9	5.7	0	1	1	19	45	27	7	1	1	1	0	0
20:00	50	42.5	34.5	7.3	0	1	3	6	21	9	5	4	1	0	0	0
21:00	52	40.9	34.2	5.6	0	0	1	10	22	10	7	2	0	0	0	0
22:00	27	39.0	33.8	6.1	0	0	0	7	12	5	1	1	1	0	0	0
23:00	38	40.8	34.6	6.2	0	0	1	4	22	5	2	3	1	0	0	0
Total																
2H(10-12)	455	37.7	29.5	8.5	4	83	16	83	148	96	23	1	1	0	0	0
2H(14-16)	371	38.2	32.6	5.6	1	6	20	72	153	98	17	3	1	0	0	0
12H(7-19)	2186	38.4	31.7	7.2	11	186	93	344	832	576	124	13	5	2	0	0
24H(0-24)	2505	38.6	32.1	7.1	11	188	99	393	968	653	153	28	9	3	0	0
AM Peak	11:00	01:00	03:00	09:00	09:00	10:00	11:00	10:00	11:00	09:00	08:00	09:00	11:00	00:00	00:00	00:00
	245	42.8	47.5	8.8	3	44	11	42	84	53	15	3	1	0	0	0
PM Peak	12:00	20:00	23:00	20:00	13:00	12:00	13:00	14:00	12:00	12:00	17:00	20:00	18:00	13:00	12:00	12:00
	247	42.5	34.6	7.3	1	22	15	36	99	72	14	4	3	1	0	0

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	8	34.0	31.3	2.3	0	0	0	2	6	0	0	0	0	0	0	0
01:00	4	38.5	33.8	4.8	0	0	0	1	1	2	0	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	37.8	34.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
04:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	42.8	37.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
06:00	4	52.0	38.8	11.1	0	0	0	1	1	0	1	0	1	0	0	0
07:00	21	37.4	27.0	10.0	0	8	0	1	6	6	0	0	0	0	0	0
08:00	72	33.9	24.0	9.8	3	30	1	11	21	2	3	1	0	0	0	0
09:00	92	36.6	24.7	10.2	3	40	1	8	21	16	3	0	0	0	0	0
10:00	107	37.0	26.3	10.0	1	41	1	12	28	20	3	0	1	0	0	0
11:00	115	37.2	27.1	9.9	2	37	2	16	33	18	5	2	0	0	0	0
12:00	97	37.8	29.3	9.1	4	14	4	18	32	19	4	2	0	0	0	0
13:00	97	37.8	32.0	6.3	1	5	0	21	43	22	4	1	0	0	0	0
14:00	76	37.7	32.3	6.0	1	2	1	15	37	16	2	2	0	0	0	0
15:00	66	38.0	32.7	5.9	0	0	4	17	26	15	2	1	0	1	0	0
16:00	68	37.4	31.3	6.9	2	2	3	14	31	12	3	1	0	0	0	0
17:00	72	38.1	31.8	6.3	0	4	4	15	25	21	3	0	0	0	0	0
18:00	45	40.9	34.2	5.8	0	0	1	12	12	12	7	1	0	0	0	0
19:00	51	38.5	32.3	6.8	1	2	2	8	19	16	3	0	0	0	0	0
20:00	20	41.3	34.8	5.3	0	0	1	1	10	4	4	0	0	0	0	0
21:00	14	44.8	37.9	6.0	0	0	0	2	1	7	2	2	0	0	0	0
22:00	18	46.5	38.6	6.3	0	0	0	0	5	9	1	1	2	0	0	0
23:00	3	47.8	37.5	10.0	0	0	0	1	0	1	0	1	0	0	0	0
Total																
2H(10-12)	222	37.1	26.7	9.9	3	78	3	28	61	38	8	2	1	0	0	0
2H(14-16)	142	37.9	32.5	5.9	1	2	5	32	63	31	4	3	0	1	0	0
12H(7-19)	928	37.6	29.1	8.9	17	183	22	160	315	179	39	11	1	1	0	0
24H(0-24)	1056	38.0	29.8	8.9	18	185	25	176	361	220	51	15	4	1	0	0
AM Peak	11:00	06:00	06:00	06:00	08:00	10:00	11:00	11:00	11:00	10:00	11:00	11:00	06:00	00:00	00:00	00:00
	115	52.0	38.8	11.1	3	41	2	16	33	20	5	2	1	0	0	0
PM Peak	12:00	23:00	22:00	23:00	12:00	12:00	12:00	13:00	13:00	13:00	18:00	12:00	22:00	15:00	12:00	12:00
	97	47.8	38.6	10.0	4	14	4	21	43	22	7	2	2	1	0	0

360 TSL Ltd

Channel: **Northwestbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	5	41.3	35.5	4.5	0	0	0	0	3	1	1	0	0	0	0	0
01:00	7	39.9	34.6	4.9	0	0	0	1	3	2	1	0	0	0	0	0
02:00	1		32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1		32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	3	34.3	32.5	0.0	0	0	0	0	3	0	0	0	0	0	0	0
05:00	3	47.8	35.8	10.4	0	0	0	1	1	0	0	1	0	0	0	0
06:00	5	38.1	34.5	2.7	0	0	0	0	3	2	0	0	0	0	0	0
07:00	13	39.1	34.4	4.3	0	0	0	2	5	5	1	0	0	0	0	0
08:00	41	38.8	34.3	4.3	0	0	1	6	12	21	1	0	0	0	0	0
09:00	44	39.4	33.6	5.8	0	1	1	9	14	14	5	0	0	0	0	0
10:00	63	40.6	33.1	7.6	0	2	9	6	23	13	5	5	0	0	0	0
11:00	106	38.3	31.6	7.5	4	5	3	18	37	35	4	0	0	0	0	0
12:00	99	37.9	32.7	5.1	0	2	3	18	46	26	3	1	0	0	0	0
13:00	100	38.9	33.1	5.4	0	1	3	25	35	27	8	1	0	0	0	0
14:00	77	39.0	32.9	5.8	0	1	6	12	33	17	7	1	0	0	0	0
15:00	77	37.8	32.8	4.6	0	0	3	15	38	17	3	1	0	0	0	0
16:00	91	38.2	32.6	5.6	0	2	9	9	38	30	3	0	0	0	0	0
17:00	76	38.5	32.6	6.0	0	3	3	14	30	21	4	1	0	0	0	0
18:00	79	39.0	34.4	5.0	0	1	1	8	33	30	5	0	1	0	0	0
19:00	52	38.6	33.9	4.8	0	0	1	8	23	17	1	2	0	0	0	0
20:00	34	39.0	34.1	5.5	0	0	1	6	13	11	1	2	0	0	0	0
21:00	19	37.7	31.7	5.1	0	0	1	7	6	4	1	0	0	0	0	0
22:00	17	43.1	37.9	8.7	0	0	1	0	5	6	4	0	0	0	1	0
23:00	2		37.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
Total																
2H(10-12)	169	38.8	32.2	7.5	4	7	12	24	60	48	9	5	0	0	0	0
2H(14-16)	154	38.4	32.9	5.2	0	1	9	27	71	34	10	2	0	0	0	0
12H(7-19)	866	38.6	33.0	5.8	4	18	42	142	344	256	49	10	1	0	0	0
24H(0-24)	1015	38.7	33.2	5.8	4	18	46	165	407	299	59	15	1	0	1	0
AM Peak	11:00	05:00	05:00	05:00	11:00	11:00	10:00	11:00	11:00	11:00	09:00	10:00	00:00	00:00	00:00	00:00
	106	47.8	35.8	10.4	4	5	9	18	37	35	5	5	0	0	0	0
PM Peak	13:00	22:00	22:00	22:00	12:00	17:00	16:00	13:00	12:00	16:00	13:00	19:00	18:00	12:00	22:00	12:00
	100	43.1	37.9	8.7	0	3	9	25	46	30	8	2	1	0	1	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	13	35.3	32.9	3.8	0	0	0	2	9	1	1	0	0	0	0	0
01:00	11	39.2	34.3	4.6	0	0	0	2	4	4	1	0	0	0	0	0
02:00	1		32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	4	37.0	33.8	2.5	0	0	0	0	3	1	0	0	0	0	0	0
04:00	3	34.3	32.5	0.0	0	0	0	0	3	0	0	0	0	0	0	0
05:00	6	45.5	36.7	7.4	0	0	0	1	2	1	1	1	0	0	0	0
06:00	9	43.3	36.4	7.4	0	0	0	1	4	2	1	0	1	0	0	0
07:00	34	38.1	29.9	9.0	0	8	0	3	11	11	1	0	0	0	0	0
08:00	113	37.4	27.8	9.6	3	30	2	17	33	23	4	1	0	0	0	0
09:00	136	37.9	27.6	9.9	3	41	2	17	35	30	8	0	0	0	0	0
10:00	170	38.3	28.8	9.7	1	43	10	18	51	33	8	5	1	0	0	0
11:00	221	37.9	29.3	9.1	6	42	5	34	70	53	9	2	0	0	0	0
12:00	196	37.8	31.0	7.5	4	16	7	36	78	45	7	3	0	0	0	0
13:00	197	38.4	32.5	5.9	1	6	3	46	78	49	12	2	0	0	0	0
14:00	153	38.3	32.6	5.9	1	3	7	27	70	33	9	3	0	0	0	0
15:00	143	37.9	32.7	5.2	0	0	7	32	64	32	5	2	0	1	0	0
16:00	159	38.0	32.1	6.2	2	4	12	23	69	42	6	1	0	0	0	0
17:00	148	38.3	32.2	6.1	0	7	7	29	55	42	7	1	0	0	0	0
18:00	124	39.5	34.3	5.3	0	1	2	20	45	42	12	1	1	0	0	0
19:00	103	38.6	33.1	5.9	1	2	3	16	42	33	4	2	0	0	0	0
20:00	54	39.6	34.4	5.3	0	0	2	7	23	15	5	2	0	0	0	0
21:00	33	40.1	34.3	6.2	0	0	1	9	7	11	3	2	0	0	0	0
22:00	35	43.8	38.3	7.4	0	0	1	0	10	15	5	1	2	0	1	0
23:00	5	46.3	37.5	7.9	0	0	0	1	1	1	1	1	0	0	0	0
Total																
2H(10-12)	391	38.0	29.1	9.4	7	85	15	52	121	86	17	7	1	0	0	0
2H(14-16)	296	38.1	32.7	5.6	1	3	14	59	134	65	14	5	0	1	0	0
12H(7-19)	1794	38.2	31.0	7.8	21	201	64	302	659	435	88	21	2	1	0	0
24H(0-24)	2071	38.4	31.4	7.7	22	203	71	341	768	519	110	30	5	1	1	0
AM Peak	11:00	05:00	05:00	09:00	11:00	10:00	10:00	11:00	11:00	11:00	11:00	10:00	06:00	00:00	00:00	00:00
	221	**45.5**	**36.7**	**9.9**	**6**	**43**	**10**	**34**	**70**	**53**	**9**	**5**	**1**	**0**	**0**	**0**
PM Peak	13:00	23:00	22:00	23:00	12:00	12:00	16:00	13:00	12:00	13:00	13:00	12:00	22:00	15:00	22:00	12:00
	197	**46.3**	**38.3**	**7.9**	**4**	**16**	**12**	**46**	**78**	**49**	**12**	**3**	**2**	**1**	**1**	**0**

360 TSL Ltd

Nutfield ATC 4, Nutfield Marsh Road

Channel: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	2		35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
01:00	1		32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1		37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	11	44.2	38.9	5.0	0	0	0	0	3	3	4	1	0	0	0	0
06:00	30	40.5	34.4	5.6	0	1	0	2	15	7	5	0	0	0	0	0
07:00	96	39.3	34.3	5.6	0	3	1	8	39	36	8	0	1	0	0	0
08:00	120	38.7	33.8	5.1	1	1	1	12	62	34	7	2	0	0	0	0
09:00	101	38.7	32.3	6.6	0	7	2	18	41	24	8	1	0	0	0	0
10:00	90	38.7	32.3	7.3	0	8	2	16	29	29	4	1	1	0	0	0
11:00	100	36.7	31.7	5.3	0	5	1	20	53	18	3	0	0	0	0	0
12:00	108	39.5	33.6	5.9	0	4	1	14	52	23	12	2	0	0	0	0
13:00	101	38.9	33.7	6.1	1	1	1	20	36	34	5	1	2	0	0	0
14:00	93	38.5	32.4	6.4	0	4	3	22	34	23	5	1	1	0	0	0
15:00	153	38.9	33.9	5.8	2	1	6	9	75	47	10	2	1	0	0	0
16:00	167	39.0	34.1	5.0	0	2	1	19	83	46	13	1	2	0	0	0
17:00	184	38.6	34.3	4.2	0	1	1	15	94	63	8	1	1	0	0	0
18:00	86	39.2	34.5	5.1	0	2	0	9	33	35	6	1	0	0	0	0
19:00	51	39.8	35.0	5.4	0	0	2	6	17	19	5	2	0	0	0	0
20:00	36	39.7	32.4	7.2	0	2	3	5	15	6	4	1	0	0	0	0
21:00	17	39.3	34.0	8.4	0	0	1	5	5	4	0	1	0	1	0	0
22:00	12	43.0	35.4	6.6	0	0	0	3	3	3	2	1	0	0	0	0
23:00	5	41.3	35.5	4.5	0	0	0	0	3	1	1	0	0	0	0	0
Total																
2H(10-12)	190	37.9	32.0	6.4	0	13	3	36	82	47	7	1	1	0	0	0
2H(14-16)	246	38.8	33.3	6.0	2	5	9	31	109	70	15	3	2	0	0	0
12H(7-19)	1399	38.8	33.5	5.7	4	39	20	182	631	412	89	13	9	0	0	0
24H(0-24)	1565	39.0	33.6	5.8	4	42	26	203	694	457	110	19	9	1	0	0
AM Peak	08:00	05:00	05:00	10:00	08:00	10:00	09:00	11:00	08:00	07:00	07:00	08:00	07:00	00:00	00:00	00:00
	120	44.2	38.9	7.3	1	8	2	20	62	36	8	2	1	0	0	0
PM Peak	17:00	22:00	23:00	21:00	15:00	12:00	15:00	14:00	17:00	17:00	16:00	12:00	13:00	21:00	12:00	12:00
	184	43.0	35.5	8.4	2	4	6	22	94	63	13	2	2	1	0	0

360 TSL Ltd

Channel: **Northwestbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	42.8	39.2	2.9	0	0	0	0	0	2	1	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1		27.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	4	39.3	37.5	0.0	0	0	0	0	0	4	0	0	0	0	0	0
05:00	23	43.0	36.0	6.8	0	0	1	3	7	5	6	0	1	0	0	0
06:00	63	40.3	36.5	4.3	0	0	0	4	17	32	8	2	0	0	0	0
07:00	175	39.5	35.9	4.1	0	1	1	5	58	93	15	1	1	0	0	0
08:00	228	38.9	34.3	4.1	0	0	2	22	113	73	17	1	0	0	0	0
09:00	108	38.9	34.4	5.1	0	2	1	6	56	34	6	2	1	0	0	0
10:00	92	38.4	33.2	5.6	0	2	3	16	38	28	2	3	0	0	0	0
11:00	101	38.3	33.2	4.6	0	1	2	20	40	35	3	0	0	0	0	0
12:00	102	38.3	33.3	5.1	0	3	0	14	51	28	5	1	0	0	0	0
13:00	94	39.1	34.1	5.2	0	1	1	16	35	33	7	0	1	0	0	0
14:00	106	38.8	33.5	5.5	0	1	5	14	52	24	7	2	1	0	0	0
15:00	122	38.8	33.6	4.7	0	0	5	18	53	36	10	0	0	0	0	0
16:00	180	39.0	34.3	4.7	0	2	2	18	79	65	13	0	1	0	0	0
17:00	171	38.4	33.6	4.6	0	2	4	21	76	62	5	1	0	0	0	0
18:00	101	38.5	33.0	5.6	0	3	4	14	46	27	6	1	0	0	0	0
19:00	73	38.8	33.3	5.2	0	1	2	14	29	21	6	0	0	0	0	0
20:00	24	42.4	35.4	5.9	0	0	0	5	7	6	5	1	0	0	0	0
21:00	26	38.8	34.6	3.8	0	0	0	3	10	12	1	0	0	0	0	0
22:00	16	39.7	35.0	5.5	0	0	0	3	5	6	1	1	0	0	0	0
23:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	193	38.3	33.2	5.1	0	3	5	36	78	63	5	3	0	0	0	0
2H(14-16)	228	38.8	33.6	5.1	0	1	10	32	105	60	17	2	1	0	0	0
12H(7-19)	1580	38.8	34.0	4.9	0	18	30	184	697	538	96	12	5	0	0	0
24H(0-24)	1813	39.0	34.1	4.9	0	19	33	217	772	626	124	16	6	0	0	0
AM Peak	08:00	05:00	01:00	05:00	00:00	09:00	10:00	08:00	08:00	07:00	08:00	10:00	05:00	00:00	00:00	00:00
	228	43.0	39.2	6.8	0	2	3	22	113	93	17	3	1	0	0	0
PM Peak	16:00	20:00	20:00	20:00	12:00	12:00	14:00	17:00	16:00	16:00	16:00	14:00	13:00	12:00	12:00	12:00
	180	42.4	35.4	5.9	0	3	5	21	79	65	13	2	1	0	0	0

360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	2		35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
01:00	4	42.0	37.5	4.1	0	0	0	0	1	2	1	0	0	0	0	0
02:00	0		-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1		27.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	5	39.3	37.5	0.0	0	0	0	0	0	5	0	0	0	0	0	0
05:00	34	43.5	36.9	6.4	0	0	1	3	10	8	10	1	1	0	0	0
06:00	93	40.4	35.8	4.9	0	1	0	6	32	39	13	2	0	0	0	0
07:00	271	39.4	35.4	4.7	0	4	2	13	97	129	23	1	2	0	0	0
08:00	348	38.8	34.2	4.4	1	1	3	34	175	107	24	3	0	0	0	0
09:00	209	38.8	33.4	6.0	0	9	3	24	97	58	14	3	1	0	0	0
10:00	182	38.6	32.7	6.5	0	10	5	32	67	57	6	4	1	0	0	0
11:00	201	37.7	32.5	5.0	0	6	3	40	93	53	6	0	0	0	0	0
12:00	210	38.9	33.4	5.5	0	7	1	28	103	51	17	3	0	0	0	0
13:00	195	39.0	33.9	5.7	1	2	2	36	71	67	12	1	3	0	0	0
14:00	199	38.6	33.0	6.0	0	5	8	36	86	47	12	3	2	0	0	0
15:00	275	38.9	33.8	5.3	2	1	11	27	128	83	20	2	1	0	0	0
16:00	347	39.0	34.2	4.9	0	4	3	37	162	111	26	1	3	0	0	0
17:00	355	38.5	34.0	4.4	0	3	5	36	170	125	13	2	1	0	0	0
18:00	187	38.9	33.7	5.4	0	5	4	23	79	62	12	2	0	0	0	0
19:00	124	39.3	34.0	5.3	0	1	4	20	46	40	11	2	0	0	0	0
20:00	60	41.1	33.6	6.8	0	2	3	10	22	12	9	2	0	0	0	0
21:00	43	38.9	34.4	6.0	0	0	1	8	15	16	1	1	0	1	0	0
22:00	28	41.3	35.2	5.9	0	0	0	6	8	9	3	2	0	0	0	0
23:00	5	41.3	35.5	4.5	0	0	0	0	3	1	1	0	0	0	0	0
Total																
2H(10-12)	383	38.2	32.6	5.8	0	16	8	72	160	110	12	4	1	0	0	0
2H(14-16)	474	38.8	33.4	5.6	2	6	19	63	214	130	32	5	3	0	0	0
12H(7-19)	2979	38.8	33.8	5.3	4	57	50	366	1328	950	185	25	14	0	0	0
24H(0-24)	3378	39.0	33.9	5.3	4	61	59	420	1466	1083	234	35	15	1	0	0
AM Peak	08:00	05:00	01:00	10:00	08:00	10:00	10:00	11:00	08:00	07:00	08:00	10:00	07:00	00:00	00:00	00:00
	348	**43.5**	**37.5**	**6.5**	**1**	**10**	**5**	**40**	**175**	**129**	**24**	**4**	**2**	**0**	**0**	**0**
PM Peak	17:00	22:00	23:00	20:00	15:00	12:00	15:00	16:00	17:00	17:00	16:00	12:00	13:00	21:00	12:00	12:00
	355	**41.3**	**35.5**	**6.8**	**2**	**7**	**11**	**37**	**170**	**125**	**26**	**3**	**3**	**1**	**0**	**0**

360 TSL Ltd

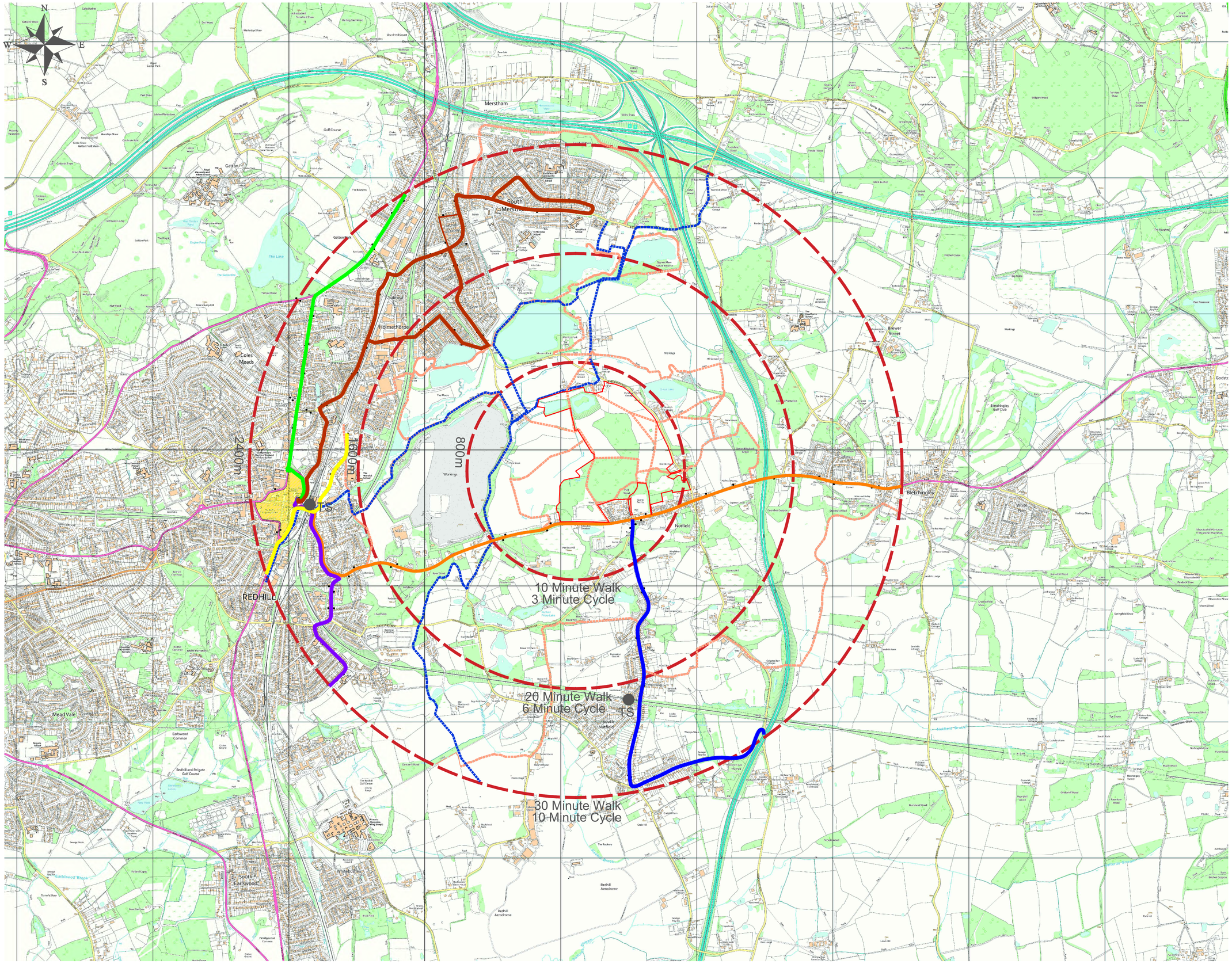
360 TSL LTD
ATC Classification Scheme

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer
1	Light Goods Vehicle	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer
2	Rigid 2 Axle Heavy Goods Vehicle	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer	12	Bus or Coach, 2 Axle
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer	12	Bus or Coach, 3 Axle
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer	13	Vehicle with 7 or more Axles

Classification Classes: Car/Van: 1 OGV1/Bus: 2,3,5,6,7,12 OGV2: 4,8,9,10,11,13

Appendix D

Sustainability Map



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1.3. ALL DIMENSIONS TO BE CHECKED ON SITE AND CO-ORDINATE WITH RELEVANT ARCHITECTS DRAWINGS. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER PRIOR TO CONSTRUCTION.
1.4. ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE.
1.5. ALL LEVELS IN METRES.
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1.7. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS DRAWINGS & SPECIFICATIONS.

Key

- Cycle Routes
- Footpaths
- Site Boundary
- TS Train Station
- Town Centre
- Bus Stops
- Bus Routes - 400 & 410
- Bus Route - 315
- Bus Route - 405
- Bus Route - 100
- Bus Routes - 430 & 435

REV.	REVISION NOTE/COMMENT					
P2	CLIENT COMMENTS					
	JBr	05.05.21	CV	05.05.21	CV	05.05.21
P1	INITIAL ISSUE.					
	JBr	03.12.20	CV	03.12.12	CV	03.20.20
	DRW BY	DATE	CCK BY	DATE	APP BY	DATE

Revisions

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Client
Nutfield Park (Developments) Ltd

Project
Nutfield Green Park, Nutfield Road, Nutfield, Redhill, Surrey

Drawing
Sustainablility Map

Scales NTS At original size A1

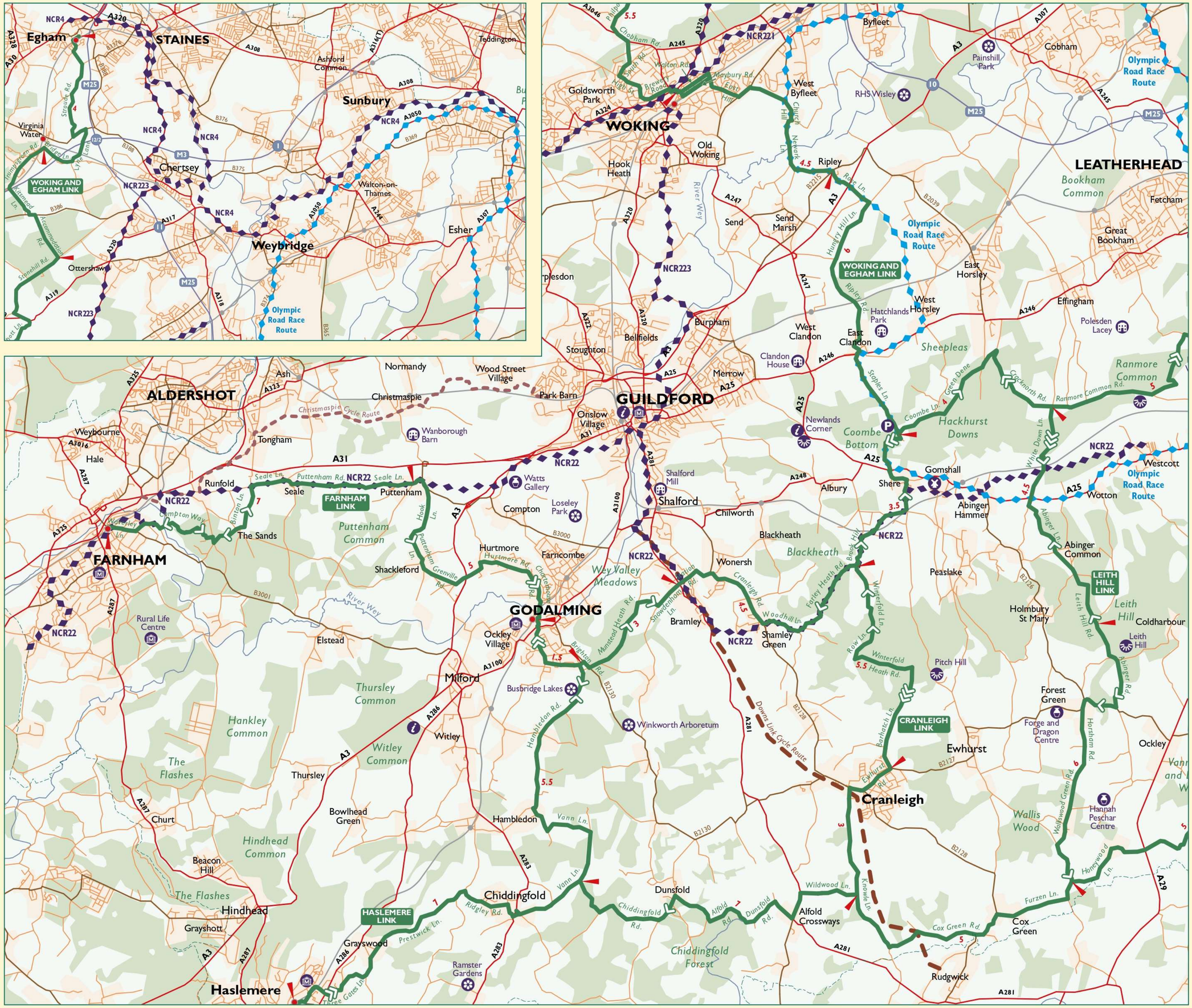
Drawn JBr
Date DEC 20
Checked CV

Status PRELIMINARY

Drawing No. A20255-103 Rev. P2

Appendix E

Surrey Cycle Map



National Cycle Network, Downslink, Yew Tree Way, Christmaspie and Olympic Road Race cycle routes

The Surrey Cycleway

Making Surrey a better place

www.surreycc.gov.uk

SURREY COUNTY COUNCIL

Surrey County Council
County Hall
Kingston-upon-Thames
Surrey KT1 2DN

SURREY COUNTY COUNCIL

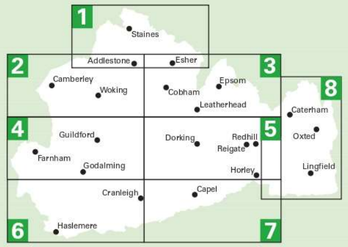
General information and tourist offices

(Covered by OS Explorer Maps 145 and 146 and Landranger Maps 186 and 187)

C.T.C.	www.ctc.org.uk
Guildford Tourist Information Centre	www.guildford.gov.uk
Haslemere Visitor Information Centre	www.haslemere.com
Mole Valley District Council	www.molevalley.gov.uk
Surrey County Council	www.surreycc.gov.uk
Sustrans (National Cycle Network)	www.sustrans.org.uk
Visit Surrey	www.visitsurrey.com

Surrey Cycle Guides

The Surrey Cycle Guides are a set of maps covering the whole of Surrey. Each guide provides a street map showing recommended cycling routes, locations of cycling facilities and sections of the Rights of Way network where you are legally allowed to cycle. The guides can be purchased from Surrey libraries. The following map shows you how to select the guides you require:



Design, digital cartography and print by Pindar Creative
www.pindarcreative.co.uk
03.12

What is the Surrey Cycleway

The Surrey Cycleway is a sign-posted cycle route consisting of a main loop of 150km (94 miles) and 9 links. It was first created in 1995 and gives cyclists the chance to explore some of the more tranquil parts of Surrey. The route uses quiet country roads and lanes, and is well signposted.

Although we have used quiet roads, it is important that you have some experience of cycling on roads and know the Highway Code before using the cycleway.

Why cycle in Surrey?

Surrey is a county of great beauty and interest and cycling is one of the best ways of exploring this part of the county.

Among the attractions are the Surrey Hills, a picturesque area of countryside running east west across the southern half of the county. Within the Hills are the North Downs, probably the best-known landscape feature in Surrey.

Why not visit Leith Hill, the highest point in southern England? Or how about exploring the woodlands of Ranmore Common or seeing the wonderful views of Surrey from Winterfold Heath?

Many of the villages around the cycleway have cafes, tearooms or public houses where you can stop, enjoy a break and take in beautiful surroundings.

Don't forget

- Carry a tool kit: pump, puncture repair kit, set of allen keys and a mult-purpose spanner
- Lights at night
- Take food and drink

(the E.T.A. **www.eta.co.uk** offers a unique cycle breakdown service)

Cycling the Olympic road race route

All the routes on this map are signposted EXCEPT the Olympic road race route. Follow in the cycle wheels of the professionals along this route but do so with care. You are sharing roads with many motorists that require you to cycle in a safe and considerate fashion. So follow the Highway Code.

Downs Link, Yew Tree Way and Christmaspie Cycle Routes

The Downs Link Cycle Route links Guildford with the South Downs at Shoreham on Sea, West Sussex. Much of the 37 mile route follows the track of an old railway line and provides an easy cycling route for people of all ages and abilities.

The Yew Tree Way is a 15 mile on-road circular leisure cycle route in the Tandridge district of East Surrey named after an ancient Yew Tree to be found in the churchyard of St. George's Church, Crowhurst.

The Christmaspie trail is an off-road cycle route linking east Farnham with northwest Guildford.

Free maps are available from Surrey County Council's Contact Centre on:

03456 009 009

or email **contact.centre@surreycc.gov.uk**.

National Cycle Network in Surrey

The following National Cycle Routes cross Surrey: 4, 21, 22, 221 and 223.

Further details and maps can be obtained from Sustrans on:

0117 929 0888

www.nationalcyclenetwork.org.uk.

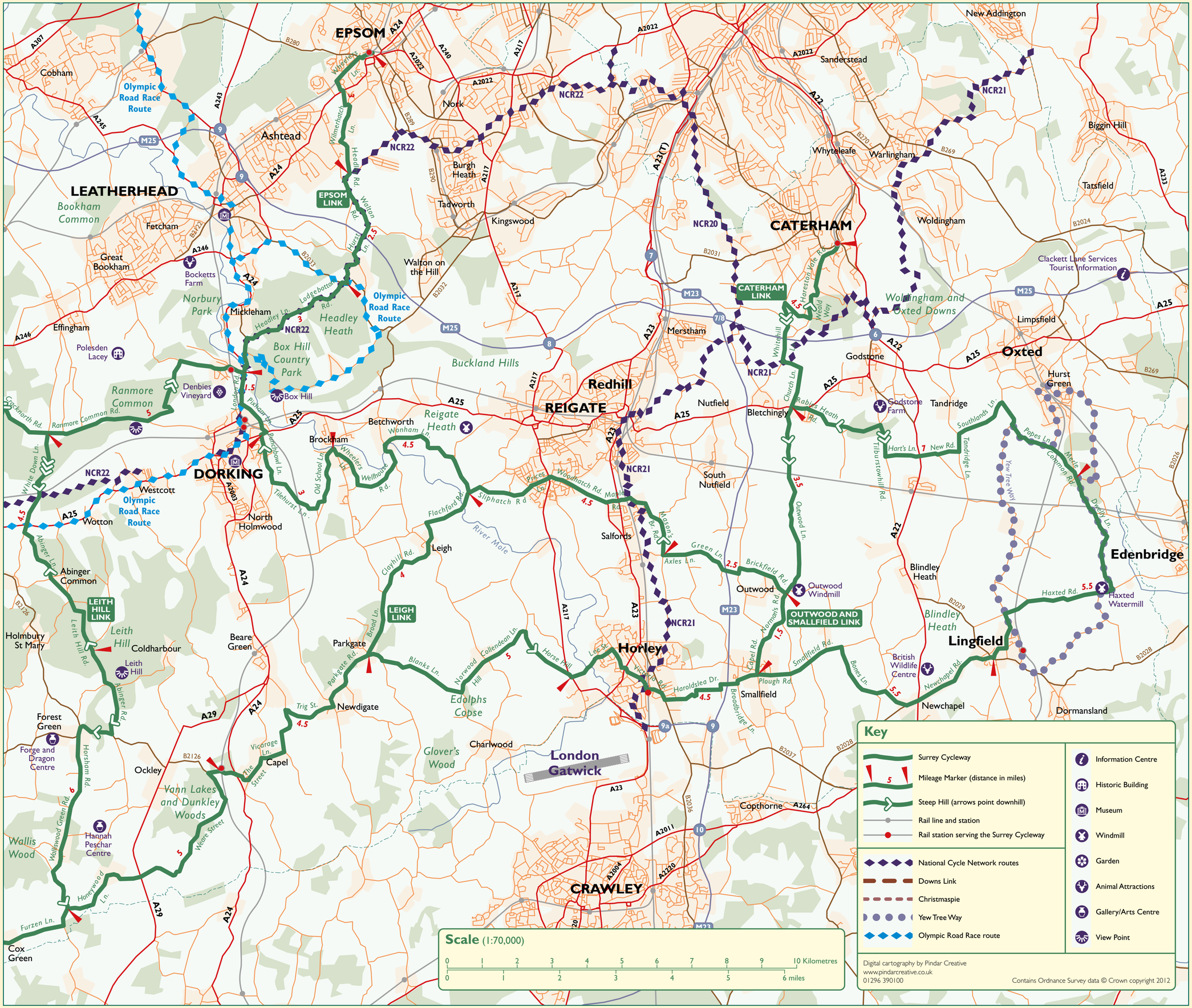
Surrey County Council cycling website

For information on:

- Cycle shops
- Cycle safety
- Cycle training
- Cycle rides and events
- Cycle security

and other cycling related information in Surrey visit

www.surreycc.gov.uk/cycling



Appendix F

Local Bus Information

315 Dormansland - Earlswood

Cruisers

Mondays to Fridays

Dormansland, adj Church	***dep***	**07:15**	**09:55**	**13:20**
Dormansland, opp Memorial Hall		07:16	09:56	13:21
Dormansland, opp The Plough		**07:17**	**09:57**	**13:22**
Lingfield, opp St Pier's Lane		07:17	09:57	13:22
Lingfield, o/s Lingfield Racecourse		07:18	09:58	13:23
Lingfield, opp Station Road		07:18	09:58	13:23
Lingfield, Lingfield Railway Station (Stop A)		**07:19**	**09:59**	**13:24**
Lingfield, adj Pauls Mead		07:21	09:59	13:24
Lingfield, o/s 108 Saxby's Lane		**07:23**	**10:00**	**13:25**
Lingfield, adj Little Lullenden		07:23	10:00	13:25
Lingfield, adj The Star		07:24	10:01	13:26
Lingfield, War Memorial (W-bound)		**07:25**	**10:02**	**13:27**
Lingfield, Godstone Road (NW-bound)		07:25	10:02	13:27
Lingfield Common, Ray Corner (NW-bound)		07:27	10:04	13:29
Blindley Heath, opp Tandridge Lane		07:29	10:06	13:31
Blindley Heath, opp Albion House		07:30	10:07	13:32
Blindley Heath, opp Ray Lane		07:31	10:08	13:33
Blindley Heath, opp Cottenhams		07:32	10:09	13:34
Blindley Heath, o/s St John's Church		07:32	10:09	13:34
Blindley Heath, adj Featherstone		**07:33**	**10:10**	**13:35**
Blindley Heath, Blue Anchor Wood (S-bound)		07:34	10:11	13:36
Whitewood, Whitewood Lane (SW-bound)		07:36	10:13	13:38
Horne, opp Church		**07:38**	**10:15**	**13:40**
Horne, Church Road (S-bound)		07:38	10:15	13:40
Smallfield, Smallfield Road (SW-bound)		07:40	10:17	13:42
Smallfield, Plough Road (W-bound)		07:41	10:18	13:43
Smallfield, opp The Plough and Furrow		**07:42**	**10:19**	**13:44**
Smallfield, Careys Wood (N-bound)		07:43	10:20	13:45
Smallfield, Chapel Road (N-bound)		07:43	10:20	13:45
Smallfield, Norman's Road (NE-bound)		07:44	10:21	13:46
Outwood, Scott's Hill (N-bound)		07:46	10:23	13:48
Outwood, Miller's Lane (SW-bound)		07:47	10:24	13:49
Outwood, opp The Castle	**07:45**	**07:48**	**10:25**	**13:50**
Outwood, adj Batchelor's Farm	07:45	07:48	10:25	13:50
Outwood, Dayseys Hill (NW-bound)	07:46	07:48	10:25	13:50
Outwood, opp Dog and Duck	07:46	07:49	10:26	13:51
Nutfield Park, Cooper's Hill Road (N-bound)	07:49	07:50	10:27	13:52

Ridge Green, Nutfield Park (W-bound)		07:51	07:51	10:28		13:53
Ridge Green, opp 31 Kings Cross Lane		**07:52**	**07:52**	**10:29**		**13:54**
Ridge Green, adj Ridge Green		**07:53**	**07:53**	**10:30**		**13:55**
South Nutfield, adj Nutfield Railway Station		07:53	07:53	10:30		13:55
South Nutfield, opp Kentwyns Rise		**07:54**	**07:54**	**10:31**		**13:56**
South Nutfield, Mid Street (N-bound)		07:55	07:55	10:32		13:57
Nutfield, Mid Street Top (N-bound)		07:57	07:57	10:33		13:58
Nutfield, opp Cemetery		08:00	08:00	10:34		13:59
Redhill, opp Cormongers Lane		08:02	08:02	10:35		14:00
Redhill, opp Fullers Earth		08:05	08:05	10:37		14:02
Redhill, opp Oakwood Close		08:06	08:06	10:38		14:03
Redhill, adj Redhill Railway Station		08:09	08:09	10:39		14:04
Redhill, Redhill Bus Station (Stop 2)		**08:10**	**08:10**	**10:40**	**12:05**	**14:05**
Redhill, adj Linkfield Lane		08:11	08:13	|	|	|
Redhill, Carlton Road (W-bound)		08:12	08:15	|	|	|
Redhill, o/s St Bede's School		**08:14**	**08:20**	**|**	**|**	**|**
Reigate, Wray Common (SW-bound)			08:24	|	|	|
Reigate Heath, adj Lorian Drive			08:26	|	|	|
Reigate Heath, o/s The Roe Deer			08:27	|	|	|
Reigate, Reigate Sixth Form College (Stop D)	***arr***		**08:30**	**|**	**|**	**|**
Redhill, adj Brook Road				10:41	12:06	14:06
Redhill, opp Wilton Road				10:42	12:07	14:07
Redhill, The Cutting (S-bound)				10:43	12:08	14:08
Earlswood, Three Arch Road (E-bound)				10:46	12:11	14:11
Earlswood, East Surrey Hospital (Stop H1)	***arr***			**10:48**	**12:13**	**14:13**
Notes		[SDO]	[SDO]			

[SDO] Schooldays only
Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

315 Redhill - Dormansland

Cruisers

Mondays to Fridays

Redhill, o/s St Bede's School	***dep***			**15:00**	**15:30**	**15:33**	
Redhill, Carlton Road (E-bound)				15:02	15:32	15:35	
Redhill, opp Linkfield Lane				15:03	15:33	15:36	
Earlswood, East Surrey Hospital (Stop H1)	***dep***		**12:15**	**|**	**|**	**|**	**17:05**
Earlswood, Three Arch Road (W-bound)			12:16	|	|	|	17:06
Redhill, adj Church Road			12:20	|	|	|	17:10
Redhill, The Cutting (N-bound)			12:20	|	|	|	17:10
Redhill, opp Brook Road			12:22	|	|	|	17:12
Redhill, Redhill Bus Station (Stop 2)		**09:00**	**12:25**	**15:07**	**15:37**	**15:40**	**17:15**
Redhill, adj Oakwood Close		09:01	12:26	15:08	15:38	15:41	17:16
Redhill, adj Fullers Earth		09:02	12:27	15:09	15:39	15:42	17:17
Redhill, adj Cormongers Lane		09:04	12:29	15:10	15:40	15:43	17:19
Nutfield, o/s Cemetery		09:05	12:30	15:11	15:41	15:44	17:20
Nutfield, Mid Street Top (S-bound)		09:07	12:32	15:13	15:43	15:46	17:22
South Nutfield, Mid Street (S-bound)		09:09	12:34	15:14	15:44	15:47	17:24
South Nutfield, adj Kentwyns Rise		**09:10**	**12:35**	**15:15**	**15:45**	**15:48**	**17:25**
South Nutfield, opp Nutfield Railway Station		09:10	12:35	15:15	15:45	15:48	17:25
Ridge Green, opp Ridge Green		**09:12**	**12:37**	**15:17**	**15:47**	**15:50**	**17:27**
Ridge Green, o/s 7 Kings Cross Lane		**09:13**	**12:38**	**15:18**	**15:48**	**15:51**	**17:28**
Ridge Green, Nutfield Park (E-bound)		09:13	12:38		15:48	15:51	17:28
Nutfield Park, Cooper's Hill Road (S-bound)		09:15	12:40		15:50	15:53	17:30
Outwood, adj Dog and Duck		09:16	12:41		15:51	15:54	17:31
Outwood, Dayseys Hill (SE-bound)		09:17	12:42		15:52	15:55	17:32
Outwood, opp Batchelor's Farm		09:17	12:42		15:52	15:55	17:32
Outwood, adj The Castle		**09:18**	**12:43**		**15:53**	**15:56**	**17:33**
Outwood, Miller's Lane (NE-bound)		09:18	12:43		15:53	15:56	17:33
Outwood, Scott's Hill (S-bound)		09:19	12:44		15:54	15:57	17:34
Smallfield, Norman's Road (SW-bound)		09:20	12:46		15:56	15:59	17:36
Smallfield, Chapel Road (S-bound)		09:21	12:47		15:57	16:00	17:37
Smallfield, opp Careys Wood		09:22	12:48		15:58	16:01	17:38
Smallfield, opp Burstow Primary School		**09:23**	**12:49**		**15:59**	**16:02**	**17:39**
Smallfield, adj The Plough and Furrow		09:23	12:49		16:00		17:39
Smallfield, Plough Road (E-bound)		09:24	12:50		16:00		17:40
Smallfield, Smallfield Road (NE-bound)		09:25	12:51		16:02		17:41
Horne, Church Road (N-bound)		09:26	12:52		16:04		17:42
Horne, adj Church		**09:27**	**12:53**		**16:05**		**17:43**
Whitewood, Whitewood Lane (NE-bound)		09:29	12:55		16:06		17:45

Blindley Heath, Blue Anchor Wood (N-bound)		09:32	12:58	16:08	17:48
Blindley Heath, opp Featherstone		**09:34**	**13:00**	**16:10**	**17:50**
Blindley Heath, opp St John's Church		09:34	13:00	16:10	17:50
Blindley Heath, adj Cottenhams		09:34	13:00	16:10	17:50
Blindley Heath, adj Ray Lane		09:35	13:01	16:11	17:51
Blindley Heath, adj Albion House		09:35	13:01	16:11	17:51
Blindley Heath, adj Tandridge Lane		09:36	13:01	16:11	17:51
Lingfield Common, Ray Corner (SE-bound)		09:38	13:03	16:13	17:53
Lingfield, Godstone Road (SE-bound)		09:39	13:04	16:14	17:54
Lingfield, War Memorial (E-bound)		**09:40**	**13:05**	**16:15**	**17:55**
Lingfield, opp The Star		|	13:05	|	17:55
Lingfield, opp Little Lullenden		|	13:06	|	17:56
Lingfield, o/s 113 Saxby's Lane		**|**	**13:07**	**|**	**17:57**
Lingfield, opp Pauls Mead		|	13:07	|	17:57
Lingfield, Lingfield Railway Station (Stop B)		**|**	**13:08**	**|**	**17:58**
Lingfield, adj Station Road		09:41	|	16:16	|
Lingfield, opp Lingfield Racecourse		09:42	13:09	16:17	17:58
Lingfield, adj St Pier's Lane		09:43	13:10	16:17	17:59
Dormansland, o/s The Plough		**|**	**13:12**	**16:19**	**18:00**
Dormansland, opp Swallowfield		09:45	|	|	|
Dormansland, adj Memorial Hall		09:45	13:13	16:20	18:01
Dormansland, opp Church	***arr***	**09:47**	**13:15**	**16:22**	**18:03**
Notes			[SDO]	[SDO]	[SDO]

[SDO] Schooldays only
Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

400 East Grinstead - Caterham

Metrobus

Mondays to Fridays

East Grinstead, Stone Quarry Estate (SE-bound)	***dep***	**04:41**	**05:29**	**06:19**	**07:25**	**08:45**	**08:53**	**09:47**	**10:48**	**10:53**	**12:00**	**12:53**	**13:00**	**14:00**	**14:53**	**15:00**	**16:19**	**16:47**	**17:30**
East Grinstead, adj Turner Court		04:41	05:29	06:19	07:25	08:45	08:53	09:47	10:48	10:53	12:00	12:53	13:00	14:00	14:53	15:00	16:19	16:47	17:30
East Grinstead, opp Queen Victoria Hospital		**04:42**	**05:30**	**06:20**	**07:26**	**08:46**	**08:54**	**09:48**	**10:49**	**10:54**	**12:01**	**12:54**	**13:01**	**14:01**	**14:54**	**15:01**	**16:20**	**16:48**	**17:31**
East Grinstead, adj East Court		04:43	05:31	06:21	07:27	08:47	08:55	09:49	10:50	10:55	12:02	12:55	13:02	14:02	14:55	15:02	16:21	16:48	17:32
East Grinstead, opp Sandy Lane		04:45	05:33	06:23	07:30	08:50	08:57	09:52	10:52	10:57	12:04	12:57	13:04	14:04	14:57	15:04	16:23	16:50	17:34
East Grinstead, Sackville College (Stop L)		04:46	05:34	06:24	07:31	08:51	08:58	09:53	10:53	10:58	12:05	12:58	13:05	14:05	14:58	15:05	16:24	16:51	17:35
East Grinstead, War Memorial (Stop J)		**04:47**	**05:35**	**06:26**	**07:33**	**08:53**	**08:59**	**09:55**	**10:55**	**10:59**	**12:07**	**12:59**	**13:07**	**14:07**	**14:59**	**15:07**	**16:26**	**16:52**	**17:37**
East Grinstead, Whitehall (Stop P)		04:47	05:35	06:26	07:33	08:53	08:59	09:55	10:55	10:59	12:07	12:59	13:07	14:07	14:59	15:07	16:26	16:52	17:37
East Grinstead, Railway Approach (Stop D)		04:48	05:37	06:28	07:36	08:56	09:01	09:58	10:58	11:02	12:10	13:02	13:10	14:10	15:02	15:10	16:29	16:54	17:40
East Grinstead, East Grinstead Station (Stop A)		**04:50**	**05:39**	**06:30**	**07:38**	**08:58**	**09:03**	**10:00**	**11:00**	**11:04**	**12:12**	**13:04**	**13:12**	**14:12**	**15:04**	**15:12**	**16:31**	**16:56**	**17:42**
East Grinstead, Garland Road (Stop U)		04:51	05:40	06:31	07:40	08:59	09:04	10:01	11:01	11:05	12:13	13:05	13:13	14:13	15:05	15:13	16:32	16:57	17:43
East Grinstead, opp Lingfield Road		04:51	05:40	06:31	07:41	09:00	09:04	10:02	11:02	11:05	12:14	13:05	13:14	14:14	15:05	15:15	16:33	16:57	17:44
East Grinstead, adj Gwynne Gardens		04:52	05:41	06:33	07:44	09:02	09:05	10:03	11:03	11:07	12:15	13:07	13:15	14:15	15:07	15:17	16:35	16:58	17:45
East Grinstead, adj Halsford Green		04:53	05:42	06:34	07:45	09:03	09:06	10:04	11:04	11:08	12:16	13:08	13:16	14:16	15:08	15:18	16:36	16:59	17:46
East Grinstead, opp Yew Lane		04:54	05:43	06:34	07:47	09:04	09:07	10:05	11:05	11:08	12:17	13:08	13:17	14:17	15:08	15:20	16:37	17:00	17:47
Imberhorne Lane at Imberhorne Upper Grounds, East Grinstead		**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**15:23**	**|**	**|**	**|**
East Grinstead, opp Felbridge Hotel		**04:55**	**05:44**	**06:36**	**07:49**	**09:06**	**09:08**	**10:07**	**11:07**	**11:10**	**12:19**	**13:10**	**13:19**	**14:19**	**15:10**	**15:26**	**16:39**	**17:01**	**17:49**
Copthorne Road after The Star Inn, Felbridge		04:55	05:44	06:36	07:49	09:06	09:08	10:07	11:07	11:10	12:19	13:10	13:19	14:19	15:10	15:26	16:39	17:01	17:49
Felbridge, adj Green		04:55	05:44	06:36	07:50	09:06	09:08	10:07	11:07	11:10	12:19	13:10	13:19	14:19	15:10	15:26	16:40	17:01	17:49
Felbridge, opp Mill Lane		04:56	05:45	06:37	07:51	09:07	09:09	10:08	11:08	11:11	12:20	13:11	13:20	14:20	15:11	15:27	16:41	17:02	17:50
Domewood, Copthorne Road (W-bound)		04:57	05:47	06:39	07:53	09:09	09:11	10:10	11:10	11:13	12:22	13:13	13:22	14:22	15:13	15:29	16:42	17:04	17:52
Domewood, opp Herons Lea		04:58	05:47	06:39	07:54	09:09	09:11	10:10	11:10	11:13	12:22	13:13	13:22	14:22	15:13	15:29	16:43	17:04	17:52
Copthorne, The Duke's Head (W-bound)		**05:00**	**05:50**	**06:42**	**07:57**	**09:12**	**09:14**	**10:13**	**11:13**	**11:16**	**12:25**	**13:16**	**13:25**	**14:25**	**15:16**	**15:32**	**16:46**	**17:07**	**17:55**
Copthorne, adj Cottage Place		05:00	05:50	06:42	07:57	09:12	09:14	10:13	11:13	11:16	12:25	13:16	13:25	14:25	15:16	15:32	16:46	17:07	17:55
Copthorne, opp Abergavenny Gardens		05:00	05:50	06:42	07:58	09:13	09:14	10:13	11:13	11:16	12:25	13:16	13:25	14:25	15:16	15:33	16:46	17:07	17:55
Copthorne, opp Lashmere		|	|	|	|	|	|	|	|	|	|	|	|	|	|	15:34	|	|	|
Copthorne, opp Borers Close		|	|	|	|	|	|	|	|	|	|	|	|	|	|	15:35	|	|	|
Copthorne, adj Church		**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**15:36**	**|**	**|**	**|**
Copthorne, opp Village Hall		|	|	|	|	|	|	|	|	|	|	|	|	|	|	15:36	|	|	|
Copthorne, adj The Prince Albert		|	|	|	|	|	|	|	|	|	|	|	|	|	|	15:37	|	|	|
Copthorne, adj Brookview		|	|	|	|	|	|	|	|	|	|	|	|	|	|	15:37	|	|	|
Copthorne, adj Church Lane		|	|	|	|	|	|	|	|	|	|	|	|	|	|	15:38	|	|	|
Copthorne, opp New Town		05:02	05:52	06:44	08:00	09:14	09:16	10:15	11:15	11:18	12:27	13:18	13:27	14:27	15:18	|	16:48	17:09	17:57
Copthorne, adj Copthorne Hotel		**05:03**	**05:53**	**06:45**	**08:02**	**09:16**	**09:17**	**10:16**	**11:16**	**11:19**	**12:28**	**13:19**	**13:28**	**14:28**	**15:19**	**|**	**16:49**	**17:10**	**17:58**
Wakehams Green, opp Petrol Station		05:04	05:54	06:46	08:03	09:17	09:18	10:17	11:17	11:20	12:29	13:20	13:29	14:29	15:20	15:40	16:50	17:11	17:59
Wakehams Green, opp Wyevale Garden Centre		05:04	05:55	06:47	08:04	09:18	09:19	10:18	11:18	11:21	12:30	13:21	13:30	14:30	15:20	15:41	16:51	17:11	18:00
Pound Hill, Ridley's Corner (W-bound)		05:06	05:56	06:49	08:06	09:19	09:20	10:19	11:19	11:22	12:31	13:22	13:31	14:31	15:22	15:43	16:52	17:13	18:01
Pound Hill, Worth Park Avenue (SW-bound)		05:07	05:57	06:50	08:07	09:20	09:21	10:20	11:20	11:23	12:32	13:23	13:32	14:32	15:23	15:44	16:53	17:14	18:02
Three Bridges, Three Bridges Station (Stop A)		**05:08**	**05:59**	**06:52**	**08:09**	**09:22**	**09:23**	**10:22**	**11:22**	**11:25**	**12:34**	**13:25**	**13:34**	**14:34**	**15:24**	**15:46**	**16:55**	**17:15**	**18:04**
Three Bridges, Squareabout (S-bound)		05:09	06:00	06:54	08:11	09:24	09:25	10:24	11:24	11:27	12:36	13:27	13:36	14:36	15:26	15:48	16:57	17:16	18:06
Crawley, Haslett Avenue East (W-bound)		05:10	06:01	06:55	08:12	09:25	09:26	10:25	11:25	11:28	12:37	13:28	13:37	14:37	15:27	15:49	16:58	17:17	18:07
Crawley, Bus Station (Stand I)	***arr***	**05:13**	**06:04**	**06:58**	**08:16**	**09:28**	**09:29**	**10:28**	**11:28**	**11:31**	**12:40**	**13:31**	**13:40**	**14:40**	**15:30**	**15:52**	**17:01**	**17:20**	**18:10**
Crawley, Bus Station (Stand I)	***dep***	**05:16**	**06:07**	**07:01**	**08:21**	**09:32**	**09:32**	**10:32**	**11:32**	**11:35**	**12:44**	**13:35**	**13:44**	**14:44**	**15:34**	**15:57**	**17:05**	**17:22**	**18:14**
Crawley, Broadway (Stand Q)		05:16	06:07	07:01	08:21	09:32	09:32	10:32	11:32	11:35	12:44	13:35	13:44	14:44	15:34	15:57	17:05	17:22	18:14
Crawley, Northgate Avenue South (NE-bound)		05:18	06:09	07:03	08:23	09:34	09:34	10:34	11:34	11:37	12:46	13:37	13:46	14:46	15:36	15:59	17:07	17:24	18:16
Crawley, Northgate Avenue Central (NE-bound)		05:18	06:09	07:04	08:24	09:34	09:34	10:34	11:34	11:37	12:46	13:37	13:46	14:46	15:36	16:00	17:07	17:24	18:16

Crawley, Northgate Avenue North (NE-bound)		05:19	06:11	07:05	08:25	09:36	09:35	10:36	11:36	11:39	12:48	13:39	13:48	14:48	15:37	16:01	17:09	17:25	18:18
Manor Royal, adj Napier Way		05:21	06:12	07:07	08:27	09:37	09:37	10:37	11:37	11:40	12:49	13:40	13:49	14:49	15:39	16:03	17:10	17:27	18:19
Manor Royal, Gatwick Road South (NE-bound)		05:21	06:13	07:08	08:28	09:38	09:37	10:38	11:38	11:41	12:50	13:41	13:50	14:50	15:39	16:04	17:11	17:27	18:20
Manor Royal, Gatwick Road Central (NE-bound)		05:22	06:14	07:09	08:29	09:39	09:38	10:39	11:39	11:42	12:51	13:42	13:51	14:51	15:40	16:05	17:12	17:28	18:21
Manor Royal, Gatwick Road North (N-bound)		**05:24**	**06:16**	**07:11**	**08:31**	**09:41**	**09:40**	**10:41**	**11:41**	**11:44**	**12:53**	**13:44**	**13:53**	**14:53**	**15:42**	**16:07**	**17:14**	**17:30**	**18:23**
Manor Royal, City Place (N-bound)		05:25	06:17	07:12	08:32	09:42	09:41	10:42	11:42	11:45	12:54	13:45	13:54	14:54	15:43	16:08	17:15		18:24
Gatwick Airport, Gatwick South Terminal (N-bound)		**05:29**	**06:21**	**07:16**	**08:36**	**09:46**	**09:45**	**10:46**	**11:46**	**11:49**	**12:58**	**13:49**	**13:58**	**14:58**	**15:47**	**16:12**	**17:19**		**18:28**
Horley, Brighton Road (NE-bound)		05:32	06:24	07:19	08:39	09:49	09:48	10:49	11:49	11:52	13:01	13:52	14:01	15:01	15:50	16:15	17:22		18:31
Horley, opp Park View		05:33	06:25	07:21	08:41	09:50	09:49	10:50	11:50	11:53	13:02	13:53	14:02	15:02	15:51	16:17	17:24		18:32
Horley, opp Lumley Road		**05:34**	**06:26**	**07:22**	**08:42**	**09:51**	**09:50**	**10:51**	**11:51**	**11:54**	**13:03**	**13:54**	**14:03**	**15:03**	**15:52**	**16:18**	**17:25**		**18:33**
Horley, Chequers Roundabout (NE-bound)		05:34	06:26	07:22	08:42	09:51	09:50	10:51	11:51	11:54	13:03	13:54	14:03	15:03	15:52	16:18	17:25		18:33
Horley, opp Chestnut Road		05:34	06:27	07:23	08:43	09:52	09:50	10:52	11:52	11:54	13:04	13:54	14:04	15:04	15:52	16:19	17:26		18:34
Horley, opp Skylane Hotel		05:35	06:27	07:24	08:44	09:52	09:51	10:52	11:52	11:55	13:04	13:55	14:04	15:04	15:53	16:19	17:26		18:34
Salfords, opp Cross Oak Lane		05:36	06:28	07:26	08:46	09:54	09:52	10:54	11:54	11:56	13:06	13:56	14:06	15:06	15:54	16:21	17:28		18:36
Salfords, adj Pear Tree Hill		05:36	06:29	07:27	08:47	09:55	09:52	10:55	11:55	11:56	13:07	13:56	14:07	15:07	15:54	16:22	17:29		18:37
Salfords, adj Wood Close		05:37	06:29	07:28	08:48	09:55	09:53	10:55	11:55	11:57	13:07	13:57	14:07	15:07	15:55	16:22	17:29		18:37
Salfords, opp Salbrook Road		05:37	06:30	07:29	08:49	09:56	09:53	10:56	11:56	11:57	13:08	13:57	14:08	15:08	15:55	16:23	17:30		18:38
Salfords, opp Church		**05:38**	**06:31**	**07:30**	**08:50**	**09:57**	**09:54**	**10:57**	**11:57**	**11:58**	**13:09**	**13:58**	**14:09**	**15:09**	**15:56**	**16:24**	**17:31**		**18:39**
Salfords, opp Copsleigh Avenue		05:38	06:32	07:31	08:51	09:58	09:54	10:58	11:58	11:58	13:10	13:58	14:10	15:10	15:56	16:25	17:32		18:40
Petridgewood Common, opp West Avenue		05:39	06:33	07:33	08:53	09:59	09:55	10:59	11:59	11:59	13:11	13:59	14:11	15:11	15:57	16:26	17:33		18:41
Petridgewood Common, adj Tollgate Avenue		05:40	06:34	07:35	08:54	10:00	09:56	11:00	12:00	12:00	13:12	14:00	14:12	15:12	15:58	16:27	17:34		18:42
Earlswood, opp Wimborne Avenue		05:40	06:34	07:36	08:55	10:00	09:57	11:00	12:00	12:01	13:12	14:01	14:12	15:13	15:59	16:28	17:34		18:42
Earlswood, Three Arch Road (E-bound)		05:41	06:35	07:37	08:56	10:01	09:57	11:01	12:01	12:01	13:13	14:01	14:13	15:14	15:59	16:29	17:35		18:43
Earlswood, East Surrey Hospital (Stop H1)		**05:42**	**06:37**	**07:40**	**08:59**	**10:03**	**09:59**	**11:03**	**12:03**	**12:03**	**13:15**	**14:03**	**14:15**	**15:16**	**16:01**	**16:31**	**17:37**		**18:45**
Earlswood, Three Arch Road (W-bound)		05:42	06:38	07:41	09:00	10:04	09:59	11:04	12:04	12:03	13:16	14:03	14:16	15:17	16:01	16:32	17:38		18:46
Redhill, adj Church Road		05:45	06:41	07:46	09:04	10:07	10:02	11:07	12:07	12:06	13:19	14:06	14:19	15:20	16:04	16:35	17:41		18:49
Redhill, The Cutting (N-bound)		05:46	06:41	07:47	09:05	10:07	10:03	11:07	12:07	12:07	13:19	14:07	14:19	15:20	16:05	16:36	17:42		18:49
Redhill, opp Brook Road		05:47	06:43	07:49	09:07	10:09	10:04	11:09	12:09	12:08	13:21	14:08	14:21	15:22	16:06	16:37	17:43		18:51
Redhill, Redhill Bus Station (Stop 1)	***arr***	**05:49**	**06:45**	**07:53**	**09:10**	**10:11**	**10:06**	**11:11**	**12:11**	**12:10**	**13:23**	**14:10**	**14:23**	**15:24**	**16:08**	**16:40**	**17:46**		**18:53**
Redhill, Redhill Bus Station (Stop 1)	***dep***	**05:52**	**06:50**	**07:59**	**09:15**	**10:15**	**10:09**	**11:15**	**12:15**	**12:13**	**13:27**	**14:13**	**14:27**	**15:29**	**16:11**	**16:45**	**17:51**		**18:57**
Redhill, adj Oakwood Close		05:53	06:51	08:00	09:16	10:16	10:10	11:16	12:16	12:14	13:28	14:14	14:28	15:30	16:12	16:46	17:52		18:58
Redhill, adj Fullers Earth		05:54	06:52	08:01	09:17	10:17	10:11	11:17	12:17	12:15	13:29	14:15	14:29	15:31	16:13	16:47	17:53		18:59
Redhill, adj Cormongers Lane		05:55	06:53	08:02	09:18	10:18	10:12	11:18	12:18	12:16	13:30	14:16	14:30	15:32	16:14	16:48	17:54		19:00
Nutfield, o/s Cemetery		05:56	06:54	08:03	09:19	10:19	10:13	11:19	12:19	12:17	13:31	14:17	14:31	15:33	16:15	16:49	17:55		19:01
Nutfield, o/s Memorial Hall		05:57	06:55	08:05	09:21	10:21	10:14	11:21	12:21	12:18	13:33	14:18	14:33	15:35	16:16	16:51	17:57		19:03
Nutfield, opp Coopers Hill Road		**05:58**	**06:56**	**08:06**	**09:22**	**10:22**	**10:15**	**11:22**	**12:22**	**12:19**	**13:34**	**14:19**	**14:34**	**15:36**	**16:17**	**16:52**	**17:58**		**19:04**
Bletchingley, o/s Halfway House		05:58	06:56	08:06	09:22	10:22	10:15	11:22	12:22	12:19	13:34	14:19	14:34	15:36	16:17	16:52	17:58		19:04
Bletchingley, adj Botery's Cross		05:59	06:57	08:07	09:23	10:23	10:16	11:23	12:23	12:20	13:35	14:20	14:35	15:37	16:18	16:53	17:59		19:05
Bletchingley, adj Little Common Lane		06:00	06:58	08:08	09:24	10:24	10:17	11:24	12:24	12:21	13:36	14:21	14:36	15:38	16:19	16:54	18:00		19:06
Bletchingley, opp The Whyte Hart		**06:01**	**06:59**	**08:09**	**09:25**	**10:25**	**10:18**	**11:25**	**12:25**	**12:22**	**13:37**	**14:22**	**14:37**	**15:39**	**16:20**	**16:55**	**18:01**		**19:07**
Bletchingley, opp Rabies Heath Road		06:01	06:59	08:09	09:25	10:25	10:18	11:25	12:25	12:22	13:37	14:22	14:37	15:40	16:20	16:56	18:02		19:07
Bletchingley, adj Chevington Villas		06:02	07:00	08:10	09:26	10:26	10:19	11:26	12:26	12:23	13:38	14:23	14:38	15:40	16:21	16:56	18:02		19:08
Godstone, opp Waterhouse Lane		06:03	07:01	08:11	09:27	10:27	10:20	11:27	12:27	12:24	13:39	14:24	14:39	15:42	16:22	16:58	18:04		19:09
Godstone, opp Godstone Green		**06:05**	**07:03**	**08:13**	**09:29**	**10:29**	**10:22**	**11:29**	**12:29**	**12:26**	**13:41**	**14:26**	**14:41**	**15:44**	**16:24**	**17:00**	**18:06**		**19:11**
Tyler's Green, opp Lindley Road		06:06	07:04	08:14	09:30	10:30	10:23	11:30	12:30	12:27	13:42	14:27	14:42	15:45	16:25	17:01	18:07		19:12
Tyler's Green, adj Fire Station		06:06	07:05	08:15	09:31	10:30	10:23	11:30	12:30	12:27	13:42	14:27	14:42	15:46	16:25	17:02	18:07		19:12
Godstone, opp Quarry Road		06:08	07:06	08:16	09:32	10:32	10:25	11:32	12:32	12:29	13:44	14:29	14:44	15:47	16:27	17:03	18:09		19:14
Caterham, adj White Knobs Way		06:11	07:11	08:21	09:37	10:36	10:28	11:36	12:36	12:32	13:48	14:32	14:48	15:52	16:30	17:08	18:13		19:18
Caterham, opp Longsdon Way		06:12	07:11	08:21	09:37	10:37	10:29	11:37	12:37	12:33	13:49	14:33	14:49	15:52	16:31	17:08	18:14		19:19
Caterham, opp Caterham Railway Station		**06:13**	**07:13**	**08:23**	**09:39**	**10:38**	**10:30**	**11:38**	**12:38**	**12:34**	**13:50**	**14:34**	**14:50**	**15:54**	**16:32**	**17:10**	**18:15**		**19:20**
Caterham, opp Caterham Dene Hospital		06:14	07:14	08:24	09:40	10:39	10:31	11:39	12:39	12:35	13:51	14:35	14:51	15:55	16:33	17:11	18:16		19:21
Caterham, adj Court Road		06:15	07:15	08:25	09:41	10:40	10:32	11:40	12:40	12:36	13:52	14:36	14:52	15:56	16:34	17:12	18:17		19:22

Caterham, High Street (N-bound)		06:16	07:16	08:26	09:42	10:41	10:32	11:41	12:41	12:36	13:53	14:36	14:53	15:57	16:34	17:13	18:18		19:23
Caterham, adj Douglas Brunton Day Centre		06:17	07:17	08:27	09:43	10:42	10:33	11:42	12:42	12:37	13:54	14:37	14:54	15:58	16:35	17:14	18:19		19:24
Caterham, opp Coulsdon Road		**06:18**	**07:18**	**08:28**	**09:44**	**10:43**	**10:34**	**11:43**	**12:43**	**12:38**	**13:55**	**14:38**	**14:55**	**15:59**	**16:36**	**17:15**	**18:20**		**19:25**
Caterham, adj Hambledon Road		06:19	07:19	08:29	09:45	10:44	10:35	11:44	12:44	12:39	13:56	14:39	14:56	16:00	16:37	17:16	18:21		19:26
Caterham, opp Westway Common	***arr***	**06:20**	**07:20**	**08:30**	**09:46**	**10:45**	**10:36**	**11:45**	**12:45**	**12:40**	**13:57**	**14:40**	**14:57**	**16:01**	**16:38**	**17:17**	**18:22**		**19:27**
Notes		[1]	[1]	[1]	[1]	[1]	[2]	[1]	[1]	[2]	[1]	[2]	[1]	[1]	[2]	[1] [SDO]	[1]	[2]	[1]

East Grinstead, Stone Quarry Estate (SE-bound)	***dep***	**18:38**	**18:45**	**19:35**
East Grinstead, adj Turner Court		18:38	18:45	19:35
East Grinstead, opp Queen Victoria Hospital		**18:39**	**18:46**	**19:36**
East Grinstead, adj East Court		18:40	18:46	19:37
East Grinstead, opp Sandy Lane		18:42	18:48	19:39
East Grinstead, Sackville College (Stop L)		18:43	18:49	19:40
East Grinstead, War Memorial (Stop J)		**18:44**	**18:50**	**19:41**
East Grinstead, Whitehall (Stop P)		18:44	18:50	19:41
East Grinstead, Railway Approach (Stop D)		18:46	18:51	19:43
East Grinstead, East Grinstead Station (Stop A)		**18:48**	**18:53**	**19:45**
East Grinstead, Garland Road (Stop U)		18:49	18:54	19:46
East Grinstead, opp Lingfield Road		18:49	18:54	19:46
East Grinstead, adj Gwynne Gardens		18:51	18:55	19:48
East Grinstead, adj Halsford Green		18:52	18:56	19:49
East Grinstead, opp Yew Lane		18:52	18:57	19:49
Imberhorne Lane at Imberhorne Upper Grounds, East Grinstead		|	|	|
East Grinstead, opp Felbridge Hotel		**18:54**	**18:58**	**19:51**
Copthorne Road after The Star Inn, Felbridge		18:54	18:58	19:51
Felbridge, adj Green		18:54	18:58	19:51
Felbridge, opp Mill Lane		18:55	18:59	19:52
Domewood, Copthorne Road (W-bound)		18:57	19:00	19:53
Domewood, opp Herons Lea		18:57	19:01	19:54
Copthorne, The Duke's Head (W-bound)		**19:00**	**19:03**	**19:56**
Copthorne, adj Cottage Place		19:00	19:03	19:56
Copthorne, opp Abergavenny Gardens		19:00	19:03	19:56
Copthorne, opp Lashmere		|	|	|
Copthorne, opp Borers Close		|	|	|
Copthorne, adj Church		|	|	|
Copthorne, opp Village Hall		|	|	|
Copthorne, adj The Prince Albert		|	|	|
Copthorne, adj Brookview		|	|	|
Copthorne, adj Church Lane		|	|	|
Copthorne, opp New Town		19:02	19:05	19:58
Copthorne, adj Copthorne Hotel		**19:03**	**19:06**	**19:59**
Wakehams Green, opp Petrol Station		19:04	19:07	20:00
Wakehams Green, opp Wyevale Garden Centre		19:05	19:07	20:00
Pound Hill, Ridley's Corner (W-bound)		19:06	19:09	20:02
Pound Hill, Worth Park Avenue (SW-bound)		19:07	19:10	20:03
Three Bridges, Three Bridges Station (Stop A)		**19:09**	**19:11**	**20:04**
Three Bridges, Squareabout (S-bound)		19:10	19:12	20:05
Crawley, Haslett Avenue East (W-bound)		19:11	19:13	20:06
Crawley, Bus Station (Stand I)	***arr***	**19:14**	**19:16**	**20:09**
Crawley, Bus Station (Stand I)	***dep***	**19:15**	**19:17**	**20:10**
Crawley, Broadway (Stand Q)		19:15	19:17	20:10
Crawley, Northgate Avenue South (NE-bound)		19:16	19:18	20:11
Crawley, Northgate Avenue Central (NE-bound)		19:17	19:19	20:12
Crawley, Northgate Avenue North (NE-bound)		19:18	19:20	20:13
Manor Royal, adj Napier Way		19:19	19:21	20:14
Manor Royal, Gatwick Road South (NE-bound)		19:20	19:22	20:15
Manor Royal, Gatwick Road Central (NE-bound)		19:20	19:22	20:15
Manor Royal, Gatwick Road North (N-bound)		**19:22**	**19:24**	**20:17**
Manor Royal, City Place (N-bound)				

Gatwick Airport, Gatwick South Terminal (N-bound)				
Horley, Brighton Road (NE-bound)				
Horley, opp Park View				
Horley, opp Lumley Road				
Horley, Chequers Roundabout (NE-bound)				
Horley, opp Chestnut Road				
Horley, opp Skylane Hotel				
Salfords, opp Cross Oak Lane				
Salfords, adj Pear Tree Hill				
Salfords, adj Wood Close				
Salfords, opp Salbrook Road				
Salfords, opp Church				
Salfords, opp Copsleigh Avenue				
Petridgewood Common, opp West Avenue				
Petridgewood Common, adj Tollgate Avenue				
Earlswood, opp Wimborne Avenue				
Earlswood, Three Arch Road (E-bound)				
Earlswood, East Surrey Hospital (Stop H1)				
Earlswood, Three Arch Road (W-bound)				
Redhill, adj Church Road				
Redhill, The Cutting (N-bound)				
Redhill, opp Brook Road				
Redhill, Redhill Bus Station (Stop 1)	*arr*			
Redhill, Redhill Bus Station (Stop 1)	*dep*			
Redhill, adj Oakwood Close				
Redhill, adj Fullers Earth				
Redhill, adj Cormongers Lane				
Nutfield, o/s Cemetery				
Nutfield, o/s Memorial Hall				
Nutfield, opp Coopers Hill Road				
Bletchingley, o/s Halfway House				
Bletchingley, adj Botery's Cross				
Bletchingley, adj Little Common Lane				
Bletchingley, opp The Whyte Hart				
Bletchingley, opp Rabies Heath Road				
Bletchingley, adj Chevington Villas				
Godstone, opp Waterhouse Lane				
Godstone, opp Godstone Green				
Tyler's Green, opp Lindley Road				
Tyler's Green, adj Fire Station				
Godstone, opp Quarry Road				
Caterham, adj White Knobs Way				
Caterham, opp Longsdon Way				
Caterham, opp Caterham Railway Station				
Caterham, opp Caterham Dene Hospital				
Caterham, adj Court Road				
Caterham, High Street (N-bound)				
Caterham, adj Douglas Brunton Day Centre				
Caterham, opp Coulsdon Road				
Caterham, adj Hambledon Road				
Caterham, opp Westway Common	*arr*			
Notes		[1]	[2]	[1]

[1] Runs on Mondays to Fridays
[2] Only runs on Monday, Friday

[SDO] Schooldays only
Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

Metrobus

Saturdays

East Grinstead, Stone Quarry Estate (SE-bound)	***dep***	**04:46**	**05:57**	**06:53**	**07:48**	**08:47**	**09:47**	**10:47**	**12:00**	**13:00**	**14:00**	**15:00**	**16:12**	**17:12**	**18:12**	**19:02**
East Grinstead, adj Turner Court		04:46	05:57	06:53	07:48	08:47	09:47	10:47	12:00	13:00	14:00	15:00	16:12	17:12	18:12	19:02
East Grinstead, opp Queen Victoria Hospital		**04:47**	**05:58**	**06:54**	**07:49**	**08:48**	**09:48**	**10:48**	**12:01**	**13:01**	**14:01**	**15:01**	**16:13**	**17:13**	**18:13**	**19:03**
East Grinstead, adj East Court		04:48	05:59	06:55	07:50	08:49	09:49	10:49	12:02	13:02	14:02	15:02	16:14	17:14	18:14	19:04
East Grinstead, opp Sandy Lane		04:50	06:01	06:57	07:52	08:51	09:52	10:51	12:04	13:04	14:04	15:04	16:16	17:16	18:16	19:06
East Grinstead, Sackville College (Stop L)		04:51	06:02	06:58	07:53	08:52	09:53	10:52	12:05	13:05	14:05	15:05	16:17	17:17	18:17	19:07
East Grinstead, War Memorial (Stop J)		**04:52**	**06:03**	**06:59**	**07:55**	**08:54**	**09:55**	**10:54**	**12:07**	**13:07**	**14:07**	**15:07**	**16:19**	**17:19**	**18:18**	**19:08**
East Grinstead, Whitehall (Stop P)		04:52	06:03	06:59	07:55	08:54	09:55	10:54	12:07	13:07	14:07	15:07	16:19	17:19	18:18	19:08
East Grinstead, Railway Approach (Stop D)		04:53	06:04	07:00	07:58	08:57	09:58	10:57	12:10	13:10	14:10	15:10	16:22	17:22	18:20	19:10
East Grinstead, East Grinstead Station (Stop A)		**04:55**	**06:06**	**07:02**	**08:00**	**08:59**	**10:00**	**10:59**	**12:12**	**13:12**	**14:12**	**15:12**	**16:24**	**17:24**	**18:22**	**19:12**
East Grinstead, Garland Road (Stop U)		04:56	06:07	07:03	08:01	09:00	10:01	11:00	12:13	13:13	14:13	15:13	16:25	17:25	18:23	19:13
East Grinstead, opp Lingfield Road		04:56	06:07	07:03	08:02	09:01	10:02	11:01	12:14	13:14	14:14	15:14	16:26	17:26	18:23	19:13
East Grinstead, adj Gwynne Gardens		04:57	06:08	07:04	08:03	09:02	10:04	11:03	12:15	13:15	14:15	15:15	16:27	17:27	18:25	19:15
East Grinstead, adj Halsford Green		04:58	06:09	07:05	08:04	09:03	10:05	11:04	12:16	13:16	14:16	15:16	16:28	17:28	18:26	19:16
East Grinstead, opp Yew Lane		04:59	06:10	07:06	08:05	09:04	10:06	11:05	12:17	13:17	14:17	15:17	16:29	17:29	18:26	19:16
East Grinstead, opp Felbridge Hotel		**05:00**	**06:11**	**07:07**	**08:07**	**09:06**	**10:08**	**11:07**	**12:19**	**13:19**	**14:19**	**15:19**	**16:31**	**17:31**	**18:28**	**19:18**
Copthorne Road after The Star Inn, Felbridge		05:00	06:11	07:07	08:07	09:06	10:08	11:07	12:19	13:19	14:19	15:19	16:31	17:31	18:28	19:18
Felbridge, adj Green		05:00	06:11	07:07	08:07	09:06	10:08	11:07	12:19	13:19	14:19	15:19	16:31	17:31	18:28	19:18
Felbridge, opp Mill Lane		05:01	06:12	07:08	08:08	09:07	10:09	11:08	12:20	13:20	14:20	15:20	16:32	17:32	18:29	19:19
Domewood, Copthorne Road (W-bound)		05:02	06:13	07:09	08:10	09:09	10:11	11:10	12:22	13:22	14:22	15:22	16:34	17:34	18:30	19:20
Domewood, opp Herons Lea		05:03	06:14	07:10	08:10	09:09	10:11	11:10	12:22	13:22	14:22	15:22	16:34	17:34	18:31	19:21
Copthorne, The Duke's Head (W-bound)		**05:05**	**06:16**	**07:12**	**08:13**	**09:12**	**10:14**	**11:13**	**12:25**	**13:25**	**14:25**	**15:25**	**16:37**	**17:37**	**18:33**	**19:23**
Copthorne, adj Cottage Place		05:05	06:16	07:12	08:13	09:12	10:14	11:13	12:25	13:25	14:25	15:25	16:37	17:37	18:33	19:23
Copthorne, opp Abergavenny Gardens		05:05	06:16	07:12	08:13	09:12	10:14	11:13	12:25	13:25	14:25	15:25	16:37	17:37	18:33	19:23
Copthorne, opp New Town		05:07	06:18	07:14	08:15	09:14	10:16	11:15	12:27	13:27	14:27	15:27	16:39	17:39	18:35	19:25
Copthorne, adj Copthorne Hotel		**05:08**	**06:19**	**07:15**	**08:16**	**09:15**	**10:17**	**11:16**	**12:28**	**13:28**	**14:28**	**15:28**	**16:40**	**17:40**	**18:36**	**19:26**
Wakehams Green, opp Petrol Station		05:09	06:20	07:16	08:17	09:16	10:18	11:17	12:29	13:29	14:29	15:29	16:41	17:41	18:37	19:27
Wakehams Green, opp Wyevale Garden Centre		05:09	06:20	07:16	08:18	09:17	10:19	11:18	12:30	13:30	14:30	15:30	16:42	17:42	18:37	19:27
Pound Hill, Ridley's Corner (W-bound)		05:11	06:22	07:18	08:19	09:18	10:20	11:19	12:31	13:31	14:31	15:31	16:43	17:43	18:39	19:29
Pound Hill, Worth Park Avenue (SW-bound)		05:12	06:23	07:19	08:20	09:19	10:21	11:20	12:32	13:32	14:32	15:32	16:44	17:44	18:40	19:30
Three Bridges, Three Bridges Station (Stop A)		**05:13**	**06:24**	**07:20**	**08:22**	**09:21**	**10:23**	**11:22**	**12:34**	**13:34**	**14:34**	**15:34**	**16:46**	**17:46**	**18:41**	**19:31**
Three Bridges, Squareabout (S-bound)		05:14	06:25	07:21	08:24	09:23	10:25	11:24	12:36	13:36	14:36	15:36	16:48	17:48	18:42	19:32
Crawley, Haslett Avenue East (W-bound)		05:15	06:26	07:22	08:25	09:24	10:26	11:25	12:37	13:37	14:37	15:37	16:49	17:49	18:43	19:33
Crawley, Bus Station (Stand I)	***arr***	**05:18**	**06:29**	**07:25**	**08:28**	**09:27**	**10:29**	**11:28**	**12:40**	**13:40**	**14:40**	**15:40**	**16:52**	**17:52**	**18:46**	**19:36**
Crawley, Bus Station (Stand I)	***dep***	**05:21**	**06:32**	**07:28**	**08:32**	**09:31**	**10:33**	**11:32**	**12:44**	**13:44**	**14:44**	**15:44**	**16:56**	**17:56**	**18:47**	**19:37**
Crawley, Broadway (Stand Q)		05:21	06:32	07:28	08:32	09:31	10:33	11:32	12:44	13:44	14:44	15:44	16:56	17:56	18:47	19:37
Crawley, Northgate Avenue South (NE-bound)		05:23	06:34	07:30	08:34	09:33	10:35	11:34	12:46	13:46	14:46	15:46	16:58	17:58	18:49	19:38
Crawley, Northgate Avenue Central (NE-bound)		05:23	06:34	07:30	08:34	09:33	10:35	11:34	12:46	13:46	14:46	15:46	16:58	17:58	18:49	19:39
Crawley, Northgate Avenue North (NE-bound)		05:24	06:35	07:31	08:35	09:35	10:37	11:36	12:48	13:48	14:48	15:48	17:00	18:00	18:50	19:40
Manor Royal, adj Napier Way		05:26	06:37	07:33	08:37	09:36	10:38	11:37	12:49	13:49	14:49	15:49	17:01	18:01	18:52	19:41
Manor Royal, Gatwick Road South (NE-bound)		05:26	06:37	07:33	08:37	09:37	10:39	11:38	12:50	13:50	14:50	15:50	17:02	18:02	18:52	19:42
Manor Royal, Gatwick Road Central (NE-bound)		05:27	06:38	07:34	08:38	09:38	10:40	11:39	12:51	13:51	14:51	15:51	17:03	18:03	18:53	19:42
Manor Royal, Gatwick Road North (N-bound)		**05:29**	**06:40**	**07:36**	**08:40**	**09:40**	**10:42**	**11:41**	**12:53**	**13:53**	**14:53**	**15:53**	**17:05**	**18:05**	**18:55**	**19:44**
Manor Royal, City Place (N-bound)		05:30	06:41	07:37	08:41	09:41	10:43	11:42	12:54	13:54	14:54	15:54	17:06	18:06		
Gatwick Airport, Gatwick South Terminal (N-bound)		**05:33**	**06:45**	**07:41**	**08:45**	**09:45**	**10:47**	**11:46**	**12:58**	**13:58**	**14:58**	**15:58**	**17:10**	**18:10**		
Horley, Brighton Road (NE-bound)		05:35	06:48	07:44	08:48	09:48	10:50	11:49	13:01	14:01	15:01	16:01	17:13	18:13		

Horley, opp Park View		05:36	06:49	07:45	08:49	09:49	10:51	11:50	13:02	14:02	15:02	16:02	17:14	18:14
Horley, opp Lumley Road		**05:37**	**06:50**	**07:46**	**08:50**	**09:50**	**10:52**	**11:51**	**13:03**	**14:03**	**15:03**	**16:03**	**17:15**	**18:15**
Horley, Chequers Roundabout (NE-bound)		05:37	06:50	07:46	08:50	09:50	10:52	11:51	13:03	14:03	15:03	16:03	17:15	18:15
Horley, opp Chestnut Road		05:37	06:50	07:47	08:51	09:51	10:53	11:52	13:04	14:04	15:04	16:04	17:16	18:16
Horley, opp Skylane Hotel		05:38	06:51	07:47	08:51	09:51	10:53	11:52	13:04	14:04	15:04	16:04	17:16	18:16
Salfords, opp Cross Oak Lane		05:39	06:52	07:48	08:53	09:53	10:55	11:54	13:06	14:06	15:06	16:06	17:18	18:17
Salfords, adj Pear Tree Hill		05:39	06:52	07:49	08:54	09:54	10:56	11:55	13:07	14:07	15:07	16:07	17:19	18:18
Salfords, adj Wood Close		05:40	06:53	07:49	08:54	09:54	10:56	11:55	13:07	14:07	15:07	16:07	17:19	18:18
Salfords, opp Salbrook Road		05:40	06:53	07:50	08:55	09:55	10:57	11:56	13:08	14:08	15:08	16:08	17:20	18:19
Salfords, opp Church		**05:41**	**06:54**	**07:51**	**08:56**	**09:56**	**10:58**	**11:57**	**13:09**	**14:09**	**15:09**	**16:09**	**17:21**	**18:20**
Salfords, opp Copsleigh Avenue		05:41	06:54	07:51	08:56	09:56	10:58	11:58	13:10	14:10	15:10	16:10	17:21	18:20
Petridgewood Common, opp West Avenue		05:42	06:55	07:52	08:57	09:57	10:59	11:59	13:11	14:11	15:11	16:11	17:22	18:21
Petridgewood Common, adj Tollgate Avenue		05:43	06:56	07:53	08:58	09:58	11:00	12:00	13:12	14:12	15:12	16:12	17:23	18:22
Earlswood, opp Wimborne Avenue		05:43	06:57	07:54	08:59	09:59	11:01	12:00	13:12	14:12	15:12	16:12	17:24	18:23
Earlswood, Three Arch Road (E-bound)		05:44	06:57	07:54	08:59	09:59	11:01	12:01	13:13	14:13	15:13	16:13	17:24	18:23
Earlswood, East Surrey Hospital (Stop H1)		**05:45**	**06:59**	**07:56**	**09:01**	**10:01**	**11:03**	**12:03**	**13:15**	**14:15**	**15:15**	**16:15**	**17:26**	**18:25**
Earlswood, Three Arch Road (W-bound)			06:59	07:56	09:02	10:02	11:04	12:04	13:16	14:16	15:16	16:16	17:27	18:26
Redhill, adj Church Road			07:02	07:59	09:05	10:05	11:07	12:07	13:19	14:19	15:19	16:19	17:30	18:29
Redhill, The Cutting (N-bound)			07:03	08:00	09:05	10:05	11:07	12:07	13:19	14:19	15:19	16:19	17:30	18:29
Redhill, opp Brook Road			07:04	08:01	09:07	10:07	11:09	12:09	13:21	14:21	15:21	16:21	17:32	18:31
Redhill, Redhill Bus Station (Stop 1)	***arr***		**07:06**	**08:03**	**09:09**	**10:09**	**11:11**	**12:11**	**13:23**	**14:23**	**15:23**	**16:23**	**17:34**	**18:33**
Redhill, Redhill Bus Station (Stop 1)	***dep***		**07:09**	**08:06**	**09:13**	**10:13**	**11:15**	**12:15**	**13:27**	**14:27**	**15:27**	**16:27**	**17:38**	**18:37**
Redhill, adj Oakwood Close			07:10	08:07	09:14	10:14	11:16	12:16	13:28	14:28	15:28	16:28	17:39	18:38
Redhill, adj Fullers Earth			07:11	08:08	09:15	10:15	11:17	12:17	13:29	14:29	15:29	16:29	17:40	18:39
Redhill, adj Cormongers Lane			07:12	08:09	09:16	10:16	11:18	12:18	13:30	14:30	15:30	16:30	17:41	18:40
Nutfield, o/s Cemetery			07:13	08:10	09:17	10:17	11:19	12:19	13:31	14:31	15:31	16:31	17:42	18:41
Nutfield, o/s Memorial Hall			07:14	08:11	09:19	10:19	11:21	12:21	13:33	14:33	15:33	16:33	17:44	18:43
Nutfield, opp Coopers Hill Road			**07:15**	**08:12**	**09:20**	**10:20**	**11:22**	**12:22**	**13:34**	**14:34**	**15:34**	**16:34**	**17:45**	**18:44**
Bletchingley, o/s Halfway House			07:15	08:12	09:20	10:20	11:22	12:22	13:34	14:34	15:34	16:34	17:45	18:44
Bletchingley, adj Botery's Cross			07:16	08:13	09:21	10:21	11:23	12:23	13:35	14:35	15:35	16:35	17:46	18:45
Bletchingley, adj Little Common Lane			07:17	08:14	09:22	10:22	11:24	12:24	13:36	14:36	15:36	16:36	17:47	18:46
Bletchingley, opp The Whyte Hart			**07:18**	**08:15**	**09:23**	**10:23**	**11:25**	**12:25**	**13:37**	**14:37**	**15:37**	**16:37**	**17:48**	**18:47**
Bletchingley, opp Rabies Heath Road			07:18	08:15	09:23	10:23	11:25	12:25	13:37	14:37	15:37	16:37	17:48	18:47
Bletchingley, adj Chevington Villas			07:19	08:16	09:24	10:24	11:26	12:26	13:38	14:38	15:38	16:38	17:49	18:48
Godstone, opp Waterhouse Lane			07:20	08:17	09:25	10:25	11:27	12:27	13:39	14:39	15:39	16:39	17:50	18:49
Godstone, opp Godstone Green			**07:22**	**08:19**	**09:27**	**10:27**	**11:29**	**12:29**	**13:41**	**14:41**	**15:41**	**16:41**	**17:52**	**18:51**
Tyler's Green, opp Lindley Road			07:23	08:20	09:28	10:28	11:30	12:30	13:42	14:42	15:42	16:42	17:53	18:52
Tyler's Green, adj Fire Station			07:23	08:20	09:28	10:28	11:30	12:30	13:42	14:42	15:42	16:42	17:53	18:52
Godstone, opp Quarry Road			07:25	08:22	09:30	10:30	11:32	12:32	13:44	14:44	15:44	16:44	17:55	18:54
Caterham, adj White Knobs Way			07:28	08:26	09:34	10:34	11:36	12:36	13:48	14:48	15:48	16:48	17:59	18:58
Caterham, opp Longsdon Way			07:29	08:27	09:35	10:35	11:37	12:37	13:49	14:49	15:49	16:49	18:00	18:59
Caterham, opp Caterham Railway Station			**07:30**	**08:28**	**09:36**	**10:36**	**11:38**	**12:38**	**13:50**	**14:50**	**15:50**	**16:50**	**18:01**	**19:00**
Caterham, opp Caterham Dene Hospital			07:31	08:29	09:37	10:37	11:39	12:39	13:51	14:51	15:51	16:51	18:02	19:01
Caterham, adj Court Road			07:32	08:30	09:38	10:38	11:40	12:40	13:52	14:52	15:52	16:52	18:03	19:02
Caterham, High Street (N-bound)			07:33	08:31	09:39	10:39	11:41	12:41	13:53	14:53	15:53	16:53	18:04	19:03
Caterham, adj Douglas Brunton Day Centre			07:34	08:32	09:40	10:40	11:42	12:42	13:54	14:54	15:54	16:54	18:05	19:04
Caterham, opp Coulsdon Road			**07:35**	**08:33**	**09:41**	**10:41**	**11:43**	**12:43**	**13:55**	**14:55**	**15:55**	**16:55**	**18:06**	**19:05**
Caterham, adj Hambledon Road			07:36	08:34	09:42	10:42	11:44	12:44	13:56	14:56	15:56	16:56	18:07	19:06
Caterham, opp Westway Common	***arr***		**07:37**	**08:35**	**09:43**	**10:43**	**11:45**	**12:45**	**13:57**	**14:57**	**15:57**	**16:57**	**18:08**	**19:07**

Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

Metrobus

Sundays

East Grinstead, Stone Quarry Estate (SE-bound)	***dep***	**08:53**	**10:53**	**12:53**	**14:53**	**16:47**	**18:45**
East Grinstead, adj Turner Court		08:53	10:53	12:53	14:53	16:47	18:45
East Grinstead, opp Queen Victoria Hospital		**08:54**	**10:54**	**12:54**	**14:54**	**16:48**	**18:46**
East Grinstead, adj East Court		08:55	10:55	12:55	14:55	16:48	18:46
East Grinstead, opp Sandy Lane		08:57	10:57	12:57	14:57	16:50	18:48
East Grinstead, Sackville College (Stop L)		08:58	10:58	12:58	14:58	16:51	18:49
East Grinstead, War Memorial (Stop J)		**08:59**	**10:59**	**12:59**	**14:59**	**16:52**	**18:50**
East Grinstead, Whitehall (Stop P)		08:59	10:59	12:59	14:59	16:52	18:50
East Grinstead, Railway Approach (Stop D)		09:01	11:02	13:02	15:02	16:54	18:51
East Grinstead, East Grinstead Station (Stop A)		**09:03**	**11:04**	**13:04**	**15:04**	**16:56**	**18:53**
East Grinstead, Garland Road (Stop U)		09:04	11:05	13:05	15:05	16:57	18:54
East Grinstead, opp Lingfield Road		09:04	11:05	13:05	15:05	16:57	18:54
East Grinstead, adj Gwynne Gardens		09:05	11:07	13:07	15:07	16:58	18:55
East Grinstead, adj Halsford Green		09:06	11:08	13:08	15:08	16:59	18:56
East Grinstead, opp Yew Lane		09:07	11:08	13:08	15:08	17:00	18:57
East Grinstead, opp Felbridge Hotel		**09:08**	**11:10**	**13:10**	**15:10**	**17:01**	**18:58**
Copthorne Road after The Star Inn, Felbridge		09:08	11:10	13:10	15:10	17:01	18:58
Felbridge, adj Green		09:08	11:10	13:10	15:10	17:01	18:58
Felbridge, opp Mill Lane		09:09	11:11	13:11	15:11	17:02	18:59
Domewood, Copthorne Road (W-bound)		09:11	11:13	13:13	15:13	17:04	19:00
Domewood, opp Herons Lea		09:11	11:13	13:13	15:13	17:04	19:01
Copthorne, The Duke's Head (W-bound)		**09:14**	**11:16**	**13:16**	**15:16**	**17:07**	**19:03**
Copthorne, adj Cottage Place		09:14	11:16	13:16	15:16	17:07	19:03
Copthorne, opp Abergavenny Gardens		09:14	11:16	13:16	15:16	17:07	19:03
Copthorne, opp New Town		09:16	11:18	13:18	15:18	17:09	19:05
Copthorne, adj Copthorne Hotel		**09:17**	**11:19**	**13:19**	**15:19**	**17:10**	**19:06**
Wakehams Green, opp Petrol Station		09:18	11:20	13:20	15:20	17:11	19:07
Wakehams Green, opp Wyevale Garden Centre		09:19	11:21	13:21	15:20	17:11	19:07
Pound Hill, Ridley's Corner (W-bound)		09:20	11:22	13:22	15:22	17:13	19:09
Pound Hill, Worth Park Avenue (SW-bound)		09:21	11:23	13:23	15:23	17:14	19:10
Three Bridges, Three Bridges Station (Stop A)		**09:23**	**11:25**	**13:25**	**15:24**	**17:15**	**19:11**
Three Bridges, Squareabout (S-bound)		09:25	11:27	13:27	15:26	17:16	19:12
Crawley, Haslett Avenue East (W-bound)		09:26	11:28	13:28	15:27	17:17	19:13
Crawley, Bus Station (Stand I)	***arr***	**09:29**	**11:31**	**13:31**	**15:30**	**17:20**	**19:16**
Crawley, Bus Station (Stand I)	***dep***	**09:32**	**11:35**	**13:35**	**15:34**	**17:22**	**19:17**
Crawley, Broadway (Stand Q)		09:32	11:35	13:35	15:34	17:22	19:17
Crawley, Northgate Avenue South (NE-bound)		09:34	11:37	13:37	15:36	17:24	19:18
Crawley, Northgate Avenue Central (NE-bound)		09:34	11:37	13:37	15:36	17:24	19:19
Crawley, Northgate Avenue North (NE-bound)		09:35	11:39	13:39	15:37	17:25	19:20
Manor Royal, adj Napier Way		09:37	11:40	13:40	15:39	17:27	19:21
Manor Royal, Gatwick Road South (NE-bound)		09:37	11:41	13:41	15:39	17:27	19:22
Manor Royal, Gatwick Road Central (NE-bound)		09:38	11:42	13:42	15:40	17:28	19:22
Manor Royal, Gatwick Road North (N-bound)		**09:40**	**11:44**	**13:44**	**15:42**	**17:30**	**19:24**
Manor Royal, City Place (N-bound)		09:41	11:45	13:45	15:43		
Gatwick Airport, Gatwick South Terminal (N-bound)		**09:45**	**11:49**	**13:49**	**15:47**		
Horley, Brighton Road (NE-bound)		09:48	11:52	13:52	15:50		

Horley, opp Park View		09:49	11:53	13:53	15:51
Horley, opp Lumley Road		**09:50**	**11:54**	**13:54**	**15:52**
Horley, Chequers Roundabout (NE-bound)		09:50	11:54	13:54	15:52
Horley, opp Chestnut Road		09:50	11:54	13:54	15:52
Horley, opp Skylane Hotel		09:51	11:55	13:55	15:53
Salfords, opp Cross Oak Lane		09:52	11:56	13:56	15:54
Salfords, adj Pear Tree Hill		09:52	11:56	13:56	15:54
Salfords, adj Wood Close		09:53	11:57	13:57	15:55
Salfords, opp Salbrook Road		09:53	11:57	13:57	15:55
Salfords, opp Church		**09:54**	**11:58**	**13:58**	**15:56**
Salfords, opp Copsleigh Avenue		09:54	11:58	13:58	15:56
Petridgewood Common, opp West Avenue		09:55	11:59	13:59	15:57
Petridgewood Common, adj Tollgate Avenue		09:56	12:00	14:00	15:58
Earlswood, opp Wimborne Avenue		09:57	12:01	14:01	15:59
Earlswood, Three Arch Road (E-bound)		09:57	12:01	14:01	15:59
Earlswood, East Surrey Hospital (Stop H1)		**09:59**	**12:03**	**14:03**	**16:01**
Earlswood, Three Arch Road (W-bound)		09:59	12:03	14:03	16:01
Redhill, adj Church Road		10:02	12:06	14:06	16:04
Redhill, The Cutting (N-bound)		10:03	12:07	14:07	16:05
Redhill, opp Brook Road		10:04	12:08	14:08	16:06
Redhill, Redhill Bus Station (Stop 1)	***arr***	**10:06**	**12:10**	**14:10**	**16:08**
Redhill, Redhill Bus Station (Stop 1)	***dep***	**10:09**	**12:13**	**14:13**	**16:11**
Redhill, adj Oakwood Close		10:10	12:14	14:14	16:12
Redhill, adj Fullers Earth		10:11	12:15	14:15	16:13
Redhill, adj Cormongers Lane		10:12	12:16	14:16	16:14
Nutfield, o/s Cemetery		10:13	12:17	14:17	16:15
Nutfield, o/s Memorial Hall		10:14	12:18	14:18	16:16
Nutfield, opp Coopers Hill Road		**10:15**	**12:19**	**14:19**	**16:17**
Bletchingley, o/s Halfway House		10:15	12:19	14:19	16:17
Bletchingley, adj Botery's Cross		10:16	12:20	14:20	16:18
Bletchingley, adj Little Common Lane		10:17	12:21	14:21	16:19
Bletchingley, opp The Whyte Hart		**10:18**	**12:22**	**14:22**	**16:20**
Bletchingley, opp Rabies Heath Road		10:18	12:22	14:22	16:20
Bletchingley, adj Chevington Villas		10:19	12:23	14:23	16:21
Godstone, opp Waterhouse Lane		10:20	12:24	14:24	16:22
Godstone, opp Godstone Green		**10:22**	**12:26**	**14:26**	**16:24**
Tyler's Green, opp Lindley Road		10:23	12:27	14:27	16:25
Tyler's Green, adj Fire Station		10:23	12:27	14:27	16:25
Godstone, opp Quarry Road		10:25	12:29	14:29	16:27
Caterham, adj White Knobs Way		10:28	12:32	14:32	16:30
Caterham, opp Longsdon Way		10:29	12:33	14:33	16:31
Caterham, opp Caterham Railway Station		**10:30**	**12:34**	**14:34**	**16:32**
Caterham, opp Caterham Dene Hospital		10:31	12:35	14:35	16:33
Caterham, adj Court Road		10:32	12:36	14:36	16:34
Caterham, High Street (N-bound)		10:32	12:36	14:36	16:34
Caterham, adj Douglas Brunton Day Centre		10:33	12:37	14:37	16:35
Caterham, opp Coulsdon Road		**10:34**	**12:38**	**14:38**	**16:36**
Caterham, adj Hambledon Road		10:35	12:39	14:39	16:37
Caterham, opp Westway Common	***arr***	**10:36**	**12:40**	**14:40**	**16:38**

Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

400 Caterham - East Grinstead

Metrobus

Mondays to Fridays

Caterham, opp Westway Common	***dep***	**06:28**	**07:30**	**08:45**	**09:58**	**10:55**	**10:58**	**11:58**	**12:55**	**12:58**	**14:10**	**14:55**	**15:12**	**16:17**	**16:56**
Caterham, High Street (S-bound)		06:29	07:31	08:46	09:59	10:56	10:59	11:59	12:56	12:59	14:11	14:56	15:13	16:18	16:57
Caterham, opp Court Road		06:29	07:32	08:47	10:00	10:57	11:00	12:00	12:57	13:00	14:12	14:57	15:14	16:19	16:58
Caterham, adj Caterham Dene Hospital		06:30	07:33	08:48	10:01	10:58	11:01	12:01	12:58	13:01	14:13	14:58	15:15	16:20	16:59
Caterham, o/s Caterham Railway Station		**06:33**	**07:37**	**08:51**	**10:04**	**11:01**	**11:04**	**12:04**	**13:01**	**13:04**	**14:16**	**15:01**	**15:18**	**16:23**	**17:02**
Caterham, adj Longsdon Way		06:33	07:38	08:51	10:04	11:01	11:04	12:04	13:01	13:04	14:16	15:01	15:18	16:23	17:02
Caterham, opp White Knobs Way		06:34	07:39	08:52	10:05	11:02	11:05	12:05	13:02	13:05	14:17	15:02	15:19	16:24	17:03
Godstone, adj Quarry Road		06:38	07:44	08:56	10:09	11:06	11:09	12:09	13:06	13:09	14:21	15:06	15:23	16:28	17:07
Tyler's Green, opp Fire Station		06:40	07:46	08:58	10:11	11:07	11:11	12:11	13:07	13:11	14:23	15:07	15:25	16:30	17:08
Tyler's Green, adj Lindley Road		06:40	07:46	08:58	10:11	11:08	11:11	12:11	13:08	13:11	14:23	15:08	15:25	16:30	17:09
Godstone, High Street (S-bound)		**06:42**	**07:48**	**09:00**	**10:13**	**11:09**	**11:13**	**12:13**	**13:09**	**13:13**	**14:25**	**15:09**	**15:27**	**16:32**	**17:10**
Godstone, adj Godstone Green		06:42	07:48	09:00	10:13	11:09	11:13	12:13	13:09	13:13	14:25	15:09	15:27	16:32	17:10
Godstone, adj Waterhouse Lane		06:43	07:50	09:01	10:14	11:10	11:14	12:14	13:10	13:14	14:26	15:10	15:28	16:33	17:11
Bletchingley, opp Chevington Villas		06:45	07:51	09:03	10:16	11:12	11:16	12:16	13:12	13:16	14:28	15:12	15:30	16:35	17:13
Bletchingley, adj Rabies Heath Road		06:46	07:52	09:04	10:17	11:13	11:17	12:17	13:13	13:17	14:29	15:13	15:31	16:36	17:14
Bletchingley, adj The Whyte Hart		**06:47**	**07:54**	**09:05**	**10:18**	**11:14**	**11:18**	**12:18**	**13:14**	**13:18**	**14:30**	**15:14**	**15:32**	**16:37**	**17:15**
Bletchingley, opp Little Common Lane		06:47	07:54	09:05	10:18	11:14	11:18	12:18	13:14	13:18	14:30	15:14	15:32	16:37	17:15
Bletchingley, opp Botery's Cross		06:48	07:55	09:06	10:19	11:15	11:19	12:19	13:15	13:19	14:31	15:15	15:33	16:38	17:16
Bletchingley, opp Halfway House		06:49	07:56	09:06	10:19	11:15	11:19	12:19	13:15	13:19	14:31	15:15	15:33	16:38	17:16
Nutfield, adj Coopers Hill Road		**06:51**	**07:58**	**09:08**	**10:21**	**11:17**	**11:21**	**12:21**	**13:17**	**13:21**	**14:33**	**15:17**	**15:35**	**16:40**	**17:18**
Nutfield, opp Memorial Hall		06:51	07:59	09:08	10:21	11:17	11:21	12:21	13:17	13:21	14:33	15:17	15:35	16:40	17:18
Nutfield, opp Cemetery		06:53	08:01	09:10	10:23	11:19	11:23	12:23	13:19	13:23	14:35	15:19	15:37	16:42	17:20
Redhill, opp Cormongers Lane		06:53	08:02	09:10	10:23	11:19	11:23	12:23	13:19	13:23	14:35	15:19	15:37	16:42	17:20
Redhill, opp Fullers Earth		06:55	08:05	09:12	10:25	11:21	11:25	12:25	13:21	13:25	14:37	15:21	15:39	16:44	17:22
Redhill, opp Oakwood Close		06:56	08:06	09:13	10:26	11:22	11:26	12:26	13:22	13:26	14:38	15:22	15:40	16:45	17:23
Redhill, adj Redhill Railway Station		06:57	08:07	09:14	10:27	11:23	11:27	12:27	13:23	13:27	14:39	15:23	15:41	16:46	17:24
Redhill, Redhill Bus Station (Stop 2)	***arr***	**06:58**	**08:09**	**09:15**	**10:28**	**11:24**	**11:28**	**12:28**	**13:24**	**13:28**	**14:40**	**15:24**	**15:42**	**16:47**	**17:25**
Redhill, Redhill Bus Station (Stop 2)	***dep***	**07:02**	**08:14**	**09:18**	**10:31**	**11:27**	**11:31**	**12:31**	**13:27**	**13:31**	**14:43**	**15:27**	**15:46**	**16:50**	**17:28**
Redhill, adj Brook Road		07:03	08:15	09:19	10:32	11:28	11:32	12:32	13:28	13:32	14:44	15:28	15:48	16:51	17:29
Redhill, opp Wilton Road		07:04	08:16	09:20	10:33	11:28	11:33	12:33	13:28	13:33	14:45	15:28	15:48	16:52	17:29
Redhill, The Cutting (S-bound)		07:05	08:17	09:21	10:34	11:29	11:34	12:34	13:29	13:34	14:46	15:29	15:50	16:53	17:30
Redhill, opp Church Road		07:05	08:18	09:21	10:34	11:30	11:34	12:34	13:30	13:34	14:47	15:30	15:50	16:54	17:31
Earlswood, Three Arch Road (E-bound)		07:08	08:21	09:24	10:37	11:32	11:37	12:37	13:32	13:37	14:50	15:32	15:54	16:57	17:33
Earlswood, East Surrey Hospital (Stop H2)		**07:10**	**08:23**	**09:26**	**10:39**	**11:34**	**11:39**	**12:39**	**13:34**	**13:39**	**14:52**	**15:34**	**15:56**	**16:59**	**17:35**
Earlswood, Three Arch Road (W-bound)		07:11	08:24	09:26	10:39	11:34	11:39	12:39	13:34	13:39	14:52	15:34	15:57	17:00	17:35
Petridgewood Common, opp Tollgate Avenue		07:12	08:25	09:27	10:40	11:35	11:40	12:40	13:35	13:40	14:53	15:35	15:58	17:01	17:36
Petridgewood Common, adj West Avenue		07:13	08:26	09:28	10:41	11:36	11:41	12:41	13:36	13:41	14:54	15:36	15:59	17:02	17:37
Salfords, adj Copsleigh Avenue		07:14	08:27	09:29	10:42	11:37	11:42	12:42	13:37	13:42	14:55	15:37	16:00	17:04	17:38
Salfords, adj Church		**07:15**	**08:28**	**09:30**	**10:43**	**11:38**	**11:43**	**12:43**	**13:38**	**13:43**	**14:56**	**15:38**	**16:01**	**17:05**	**17:39**
Salfords, adj Salbrook Road		07:15	08:28	09:30	10:43	11:38	11:43	12:43	13:38	13:43	14:56	15:38	16:01	17:05	17:39
Salfords, opp Wood Close		07:16	08:29	09:31	10:44	11:39	11:44	12:44	13:39	13:44	14:57	15:39	16:02	17:06	17:40
Salfords, opp Pear Tree Hill		07:16	08:30	09:31	10:44	11:39	11:44	12:44	13:39	13:44	14:57	15:39	16:02	17:07	17:40
Salfords, adj Cross Oak Lane		07:17	08:31	09:32	10:45	11:40	11:45	12:45	13:40	13:45	14:58	15:40	16:03	17:08	17:41
Horley, adj Skylane Hotel		07:17	08:32	09:33	10:45	11:40	11:45	12:45	13:40	13:45	14:59	15:40	16:04	17:09	17:41
Horley, adj Chestnut Road		07:18	08:33	09:34	10:46	11:41	11:46	12:46	13:41	13:46	15:00	15:41	16:05	17:10	17:42
Horley, Chequers Roundabout (SW-bound)		07:19	08:34	09:35	10:47	11:42	11:47	12:47	13:42	13:47	15:01	15:42	16:06	17:11	17:43
Horley, adj Lumley Road		**07:20**	**08:35**	**09:36**	**10:48**	**11:43**	**11:48**	**12:48**	**13:43**	**13:48**	**15:02**	**15:43**	**16:07**	**17:12**	**17:44**

Horley, adj Park View					07:20	08:35	09:36		10:48	11:43	11:48	12:48	13:43	13:48	15:02	15:43	16:07	17:12	17:44
Horley, Brighton Road (SW-bound)					07:22	08:37	09:38		10:50	11:45	11:50	12:50	13:45	13:50	15:04	15:45	16:09	17:14	17:46
Gatwick Airport, Gatwick South Terminal (S-bound)	***arr***				**07:26**	**08:41**	**09:42**		**10:54**	**11:49**	**11:54**	**12:54**	**13:49**	**13:54**	**15:08**	**15:49**	**16:14**	**17:19**	**17:50**
Gatwick Airport, Gatwick South Terminal (S-bound)	***dep***		**05:32**	**06:26**	**07:26**	**08:41**	**09:42**	**09:51**	**10:54**	**11:49**	**11:54**	**12:54**	**13:49**	**13:54**	**15:08**	**15:49**	**16:14**	**17:19**	**17:50**
Manor Royal, City Place (S-bound)			05:34	06:28	07:28	08:44	09:44	09:53	10:56	11:51	11:56	12:56	13:51	13:56	15:10	15:51	16:16	17:21	17:52
Manor Royal, Gatwick Road North (S-bound)		**04:47**	**05:36**	**06:30**	**07:30**	**08:46**	**09:46**	**09:55**	**10:58**	**11:53**	**11:58**	**12:58**	**13:53**	**13:58**	**15:12**	**15:53**	**16:18**	**17:23**	**17:54**
Manor Royal, Gatwick Road Central (SW-bound)		04:48	05:37	06:31	07:31	08:47	09:47	09:56	10:59	11:54	11:59	12:59	13:54	13:59	15:13	15:54	16:19	17:24	17:55
Manor Royal, Gatwick Road South (S-bound)		04:48	05:38	06:32	07:32	08:48	09:48	09:56	11:00	11:55	12:00	13:00	13:55	14:00	15:14	15:55	16:20	17:25	17:56
Crawley, Northgate Avenue North (SW-bound)		04:50	05:39	06:33	07:33	08:49	09:50	09:58	11:02	11:56	12:02	13:02	13:56	14:02	15:16	15:56	16:22	17:27	17:57
Crawley, Northgate Avenue Central (SW-bound)		04:51	05:41	06:35	07:35	08:51	09:51	09:59	11:03	11:58	12:03	13:03	13:58	14:03	15:17	15:58	16:23	17:28	17:59
Crawley, Northgate Avenue South (SW-bound)		04:52	05:41	06:35	07:35	08:51	09:52	10:00	11:04	11:58	12:04	13:04	13:58	14:04	15:18	15:58	16:24	17:29	17:59
Crawley, Broadway (Stand U)		04:53	05:43	06:37	07:37	08:53	09:54	10:01	11:06	12:00	12:06	13:06	14:00	14:06	15:20	16:00	16:26	17:31	18:01
Crawley, Bus Station (Stand D)	***arr***	**04:54**	**05:44**	**06:38**	**07:38**	**08:54**	**09:55**	**10:02**	**11:07**	**12:01**	**12:07**	**13:07**	**14:01**	**14:07**	**15:21**	**16:01**	**16:27**	**17:32**	**18:02**
Crawley, Bus Station (Stand D)	***dep***	**04:55**	**05:45**	**06:40**	**07:42**	**08:58**	**09:59**	**10:05**	**11:11**	**12:05**	**12:11**	**13:11**	**14:05**	**14:11**	**15:25**	**16:05**	**16:31**	**17:37**	**18:05**
Crawley, Haslett Avenue East (E-bound)		04:57	05:47	06:42	07:44	09:00	10:01	10:07	11:13	12:07	12:13	13:13	14:07	14:13	15:27	16:07	16:33	17:39	18:07
Three Bridges, Squareabout (E-bound)		04:58	05:48	06:43	07:45	09:01	10:02	10:08	11:14	12:08	12:14	13:14	14:08	14:14	15:29	16:08	16:35	17:40	18:08
Three Bridges, Three Bridges Station (Stop B)		**05:01**	**05:51**	**06:46**	**07:48**	**09:04**	**10:05**	**10:11**	**11:17**	**12:11**	**12:17**	**13:17**	**14:11**	**14:17**	**15:32**	**16:11**	**16:38**	**17:43**	**18:11**
Pound Hill, Worth Park Avenue (NE-bound)		05:01	05:51	06:46	07:49	09:04	10:05	10:11	11:17	12:11	12:17	13:17	14:11	14:17	15:32	16:11	16:38	17:43	18:11
Pound Hill, Ridley's Corner (E-bound)		05:02	05:52	06:47	07:50	09:05	10:06	10:12	11:18	12:12	12:18	13:18	14:12	14:18	15:33	16:12	16:39	17:44	18:12
Wakehams Green, adj Blackheath		05:02	05:52	06:48	07:51	09:05	10:06	10:12	11:18	12:12	12:18	13:18	14:12	14:18	15:34	16:12	16:40	17:44	18:12
Wakehams Green, adj Wyevale Garden Centre		05:04	05:54	06:49	07:53	09:07	10:08	10:14	11:20	12:14	12:20	13:20	14:14	14:20	15:35	16:14	16:41	17:46	18:14
Wakehams Green, adj Petrol Station		05:04	05:54	06:50	07:54	09:07	10:08	10:14	11:20	12:14	12:20	13:20	14:14	14:20	15:36	16:14	16:42	17:46	18:14
Copthorne, opp Copthorne Hotel		**05:06**	**05:56**	**06:52**	**07:56**	**09:09**	**10:10**	**10:16**	**11:22**	**12:16**	**12:22**	**13:22**	**14:16**	**14:22**	**15:38**	**16:16**	**16:44**	**17:48**	**18:16**
Copthorne, adj New Town		05:06	05:56	06:53	07:57	09:10	10:11	10:16	11:23	12:16	12:23	13:23	14:16	14:23	15:39	16:16	16:45	17:49	18:16
Copthorne, adj Abergavenny Gardens		05:08	05:58	06:54	07:59	09:11	10:12	10:18	11:24	12:18	12:24	13:24	14:18	14:24	15:40	16:18	16:46	17:50	18:18
Copthorne, opp Cottage Place		05:08	05:58	06:55	08:00	09:12	10:13	10:18	11:25	12:18	12:25	13:25	14:18	14:25	15:41	16:18	16:47	17:51	18:18
Copthorne, opp The Duke's Head		**05:09**	**05:59**	**06:56**	**08:01**	**09:13**	**10:14**	**10:19**	**11:26**	**12:19**	**12:26**	**13:26**	**14:19**	**14:26**	**15:42**	**16:19**	**16:48**	**17:52**	**18:19**
Domewood, adj Herons Lea		05:10	06:00	06:58	08:04	09:15	10:16	10:21	11:28	12:21	12:28	13:28	14:21	14:28	15:44	16:21	16:50	17:54	18:21
Domewood, Copthorne Road (E-bound)		05:11	06:01	06:58	08:05	09:15	10:16	10:21	11:28	12:21	12:28	13:28	14:21	14:28	15:44	16:21	16:51	17:54	18:21
Felbridge, adj Mill Lane		05:12	06:02	07:00	08:07	09:17	10:18	10:23	11:30	12:23	12:30	13:30	14:23	14:30	15:46	16:23	16:52	17:56	18:23
Felbridge, opp Green		05:13	06:03	07:00	08:09	09:17	10:18	10:23	11:30	12:23	12:30	13:30	14:23	14:30	15:46	16:23	16:53	17:56	18:23
Copthorne Road before The Star Inn, Felbridge		05:13	06:03	07:01	08:10	09:18	10:19	10:24	11:31	12:24	12:31	13:31	14:24	14:31	15:47	16:24	16:54	17:57	18:24
East Grinstead, adj Felbridge Hotel		**05:14**	**06:04**	**07:02**	**08:11**	**09:19**	**10:20**	**10:25**	**11:32**	**12:25**	**12:32**	**13:32**	**14:25**	**14:32**	**15:48**	**16:25**	**16:55**	**17:58**	**18:25**
Imberhorne Lane at Imberhorne Upper Grounds, East Grinstead		**|**	**|**	**|**	**08:15**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**
East Grinstead, adj Yew Lane		05:14	06:04	07:03	08:17	09:20	10:21	10:26	11:33	12:26	12:33	13:33	14:26	14:33	15:49	16:26	16:56	17:59	18:26
East Grinstead, opp Halsford Green		05:15	06:05	07:03	08:18	09:21	10:22	10:26	11:34	12:26	12:34	13:34	14:26	14:34	15:50	16:26	16:57	18:00	18:26
East Grinstead, adj Buckhurst Way		05:15	06:05	07:04	08:19	09:22	10:23	10:27	11:35	12:27	12:35	13:35	14:27	14:35	15:51	16:27	16:58	18:01	18:27
East Grinstead, adj Lingfield Road		05:17	06:07	07:06	08:22	09:24	10:25	10:29	11:37	12:29	12:37	13:37	14:29	14:37	15:54	16:29	17:00	18:03	18:29
East Grinstead, Fire Station (Stop T)		05:18	06:08	07:07	08:25	09:25	10:26	10:31	11:38	12:31	12:38	13:38	14:31	14:38	15:57	16:31	17:01	18:04	18:30
East Grinstead, Broadway (Stop E)		05:18	06:08	07:08	08:26	09:27	10:28	10:32	11:40	12:32	12:40	13:40	14:32	14:40	15:58	16:32	17:03	18:06	18:31
East Grinstead, adj Whitehall		05:19	06:09	07:09	08:27	09:28	10:29	10:33	11:41	12:33	12:41	13:41	14:33	14:41	15:59	16:33	17:04	18:07	18:32
East Grinstead, War Memorial (Stop H)		**05:20**	**06:10**	**07:10**	**08:29**	**09:29**	**10:30**	**10:34**	**11:42**	**12:34**	**12:42**	**13:42**	**14:34**	**14:42**	**16:01**	**16:34**	**17:05**	**18:08**	**18:33**
East Grinstead, Sackville College (Stop K)		05:20	06:10	07:10	08:29	09:29	10:30	10:34	11:42	12:34	12:42	13:42	14:34	14:42	16:01	16:34	17:05	18:08	18:33
East Grinstead, adj Sandy Lane		05:21	06:11	07:11	08:30	09:30	10:31	10:35	11:43	12:35	12:43	13:43	14:35	14:43	16:02	16:35	17:06	18:09	18:34
East Grinstead, opp East Court		05:22	06:12	07:12	08:31	09:31	10:32	10:36	11:44	12:36	12:44	13:44	14:36	14:44	16:03	16:36	17:07	18:10	18:35
East Grinstead, adj Queen Victoria Hospital		**05:23**	**06:13**	**07:14**	**08:33**	**09:33**	**10:34**	**10:38**	**11:46**	**12:38**	**12:46**	**13:46**	**14:38**	**14:46**	**16:05**	**16:38**	**17:09**	**18:12**	**18:37**
East Grinstead, opp Turner Court		05:23	06:13	07:14	08:33	09:33	10:34	10:38	11:46	12:38	12:46	13:46	14:38	14:46	16:05	16:38	17:09	18:12	18:37
East Grinstead, Stone Quarry Estate (NW-bound)	***arr***	**05:24**	**06:14**	**07:15**	**08:35**	**09:35**	**10:36**	**10:40**	**11:48**	**12:40**	**12:48**	**13:48**	**14:40**	**14:48**	**16:07**	**16:40**	**17:11**	**18:14**	**18:38**
Notes		[1]	[1]	[1]	[1] [SDO]	[1]	[1]	[2]	[1]	[2]	[1]	[1]	[2]	[1]	[1]	[2]	[1]	[1]	[2]

Caterham, opp Westway Common	***dep***	**17:35**	**18:40**	**19:40**
Caterham, High Street (S-bound)		17:36	18:41	19:41
Caterham, opp Court Road		17:37	18:42	19:41
Caterham, adj Caterham Dene Hospital		17:38	18:43	19:42
Caterham, o/s Caterham Railway Station		**17:41**	**18:46**	**19:45**
Caterham, adj Longsdon Way		17:41	18:46	19:45
Caterham, opp White Knobs Way		17:42	18:47	19:46
Godstone, adj Quarry Road		17:46	18:50	19:49
Tyler's Green, opp Fire Station		17:47	18:51	19:50
Tyler's Green, adj Lindley Road		17:48	18:52	19:51
Godstone, High Street (S-bound)		**17:49**	**18:53**	**19:52**
Godstone, adj Godstone Green		17:49	18:53	19:52
Godstone, adj Waterhouse Lane		17:50	18:54	19:53
Bletchingley, opp Chevington Villas		17:52	18:56	19:54
Bletchingley, adj Rabies Heath Road		17:53	18:57	19:55
Bletchingley, adj The Whyte Hart		**17:54**	**18:58**	**19:56**
Bletchingley, opp Little Common Lane		17:54	18:58	19:56
Bletchingley, opp Botery's Cross		17:55	18:59	19:57
Bletchingley, opp Halfway House		17:55	18:59	19:57
Nutfield, adj Coopers Hill Road		**17:57**	**19:01**	**19:59**
Nutfield, opp Memorial Hall		17:57	19:01	19:59
Nutfield, opp Cemetery		17:59	19:03	20:00
Redhill, opp Cormongers Lane		17:59	19:03	20:01
Redhill, opp Fullers Earth		18:01	19:05	20:02
Redhill, opp Oakwood Close		18:02	19:06	20:03
Redhill, adj Redhill Railway Station		18:03	19:07	20:04
Redhill, Redhill Bus Station (Stop 2)	***arr***	**18:04**	**19:08**	**20:05**
Redhill, Redhill Bus Station (Stop 2)	***dep***	**18:07**	**19:10**	**20:07**
Redhill, adj Brook Road		18:08	19:11	20:08
Redhill, opp Wilton Road		18:09	19:12	20:08
Redhill, The Cutting (S-bound)		18:10	19:13	20:09
Redhill, opp Church Road		18:11	19:13	20:09
Earlswood, Three Arch Road (E-bound)		18:14	19:16	20:12
Earlswood, East Surrey Hospital (Stop H2)		**18:16**	**19:18**	**20:13**
Earlswood, Three Arch Road (W-bound)		18:17	19:18	20:13
Petridgewood Common, opp Tollgate Avenue		18:18	19:19	20:14
Petridgewood Common, adj West Avenue		18:19	19:20	20:14
Salfords, adj Copsleigh Avenue		18:21	19:21	20:15
Salfords, adj Church		**18:22**	**19:22**	**20:16**
Salfords, adj Salbrook Road		18:22	19:22	20:16
Salfords, opp Wood Close		18:23	19:23	20:16
Salfords, opp Pear Tree Hill		18:23	19:23	20:17
Salfords, adj Cross Oak Lane		18:24	19:24	20:17
Horley, adj Skylane Hotel		18:25	19:24	20:18
Horley, adj Chestnut Road		18:26	19:25	20:18
Horley, Chequers Roundabout (SW-bound)		18:27	19:26	20:19
Horley, adj Lumley Road		**18:28**	**19:27**	**20:20**
Horley, adj Park View		18:28	19:27	20:20
Horley, Brighton Road (SW-bound)		18:30	19:28	20:21
Gatwick Airport, Gatwick South Terminal (S-bound)	***arr***	**18:34**	**19:32**	**20:24**
Gatwick Airport, Gatwick South Terminal (S-bound)	***dep***	**18:34**	**19:32**	
Manor Royal, City Place (S-bound)		18:36	19:34	

Manor Royal, Gatwick Road North (S-bound)		**18:38**	**19:36**	
Manor Royal, Gatwick Road Central (SW-bound)		18:39	19:37	
Manor Royal, Gatwick Road South (S-bound)		18:40	19:38	
Crawley, Northgate Avenue North (SW-bound)		18:41	19:39	
Crawley, Northgate Avenue Central (SW-bound)		18:43	19:41	
Crawley, Northgate Avenue South (SW-bound)		18:43	19:41	
Crawley, Broadway (Stand U)		18:45	19:43	
Crawley, Bus Station (Stand D)	***arr***	**18:46**	**19:44**	
Crawley, Bus Station (Stand D)	***dep***	**18:50**	**19:47**	
Crawley, Haslett Avenue East (E-bound)		18:52	19:49	
Three Bridges, Squareabout (E-bound)		18:53	19:50	
Three Bridges, Three Bridges Station (Stop B)		**18:56**	**19:53**	
Pound Hill, Worth Park Avenue (NE-bound)		18:56	19:53	
Pound Hill, Ridley's Corner (E-bound)		18:57	19:54	
Wakehams Green, adj Blackheath		18:57	19:54	
Wakehams Green, adj Wyevale Garden Centre		18:59	19:56	
Wakehams Green, adj Petrol Station		18:59	19:56	
Copthorne, opp Copthorne Hotel		**19:01**	**19:58**	
Copthorne, adj New Town		19:02	19:58	
Copthorne, adj Abergavenny Gardens		19:03	20:00	
Copthorne, opp Cottage Place		19:04	20:00	
Copthorne, opp The Duke's Head		**19:05**	**20:01**	
Domewood, adj Herons Lea		19:07	20:02	
Domewood, Copthorne Road (E-bound)		19:07	20:03	
Felbridge, adj Mill Lane		19:09	20:04	
Felbridge, opp Green		19:09	20:05	
Copthorne Road before The Star Inn, Felbridge		19:10	20:05	
East Grinstead, adj Felbridge Hotel		**19:11**	**20:06**	
Imberhorne Lane at Imberhorne Upper Grounds, East Grinstead		|	|	
East Grinstead, adj Yew Lane		19:12	20:06	
East Grinstead, opp Halsford Green		19:12	20:07	
East Grinstead, adj Buckhurst Way		19:13	20:08	
East Grinstead, adj Lingfield Road		19:15	20:09	
East Grinstead, Fire Station (Stop T)		19:16	20:10	
East Grinstead, Broadway (Stop E)		19:17	20:11	
East Grinstead, adj Whitehall		19:18	20:12	
East Grinstead, War Memorial (Stop H)		**19:19**	**20:13**	
East Grinstead, Sackville College (Stop K)		19:19	20:13	
East Grinstead, adj Sandy Lane		19:20	20:14	
East Grinstead, opp East Court		19:21	20:15	
East Grinstead, adj Queen Victoria Hospital		**19:23**	**20:16**	
East Grinstead, opp Turner Court		19:23	20:16	
East Grinstead, Stone Quarry Estate (NW-bound)	***arr***	**19:25**	**20:17**	
Notes		[1]	[1]	[1]

[1] Runs on Mondays to Fridays
[2] Only runs on Monday, Friday
[SDO] Schooldays only
Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

Metrobus

Saturdays

Caterham, opp Westway Common	***dep***		**07:47**	**08:45**	**09:55**	**10:55**	**11:57**	**12:57**	**14:10**	**15:10**	**16:10**	**17:10**	**18:18**	**19:13**
Caterham, High Street (S-bound)			07:48	08:46	09:56	10:56	11:58	12:58	14:11	15:11	16:11	17:11	18:19	19:14
Caterham, opp Court Road			07:49	08:47	09:57	10:57	11:59	12:59	14:12	15:12	16:12	17:12	18:20	19:15
Caterham, adj Caterham Dene Hospital			07:50	08:48	09:58	10:58	12:00	13:00	14:13	15:13	16:13	17:13	18:21	19:16
Caterham, o/s Caterham Railway Station			**07:53**	**08:51**	**10:01**	**11:01**	**12:04**	**13:04**	**14:16**	**15:16**	**16:16**	**17:16**	**18:24**	**19:19**
Caterham, adj Longsdon Way			07:53	08:51	10:01	11:01	12:04	13:04	14:16	15:16	16:16	17:16	18:24	19:19
Caterham, opp White Knobs Way			07:54	08:52	10:02	11:02	12:05	13:05	14:17	15:17	16:17	17:17	18:25	19:20
Godstone, adj Quarry Road			07:58	08:56	10:06	11:06	12:09	13:09	14:21	15:21	16:21	17:21	18:28	19:23
Tyler's Green, opp Fire Station			07:59	08:58	10:08	11:08	12:11	13:11	14:23	15:23	16:23	17:22	18:29	19:24
Tyler's Green, adj Lindley Road			08:00	08:58	10:08	11:08	12:11	13:11	14:23	15:23	16:23	17:23	18:30	19:25
Godstone, High Street (S-bound)			**08:01**	**09:00**	**10:10**	**11:10**	**12:13**	**13:13**	**14:25**	**15:25**	**16:25**	**17:24**	**18:31**	**19:26**
Godstone, adj Godstone Green			08:01	09:00	10:10	11:10	12:13	13:13	14:25	15:25	16:25	17:24	18:31	19:26
Godstone, adj Waterhouse Lane			08:02	09:01	10:11	11:11	12:14	13:14	14:26	15:26	16:26	17:25	18:32	19:27
Bletchingley, opp Chevington Villas			08:04	09:03	10:13	11:13	12:16	13:16	14:28	15:28	16:28	17:27	18:34	19:29
Bletchingley, adj Rabies Heath Road			08:05	09:04	10:14	11:14	12:17	13:17	14:29	15:29	16:29	17:28	18:35	19:30
Bletchingley, adj The Whyte Hart			**08:06**	**09:05**	**10:15**	**11:15**	**12:18**	**13:18**	**14:30**	**15:30**	**16:30**	**17:29**	**18:36**	**19:31**
Bletchingley, opp Little Common Lane			08:06	09:05	10:15	11:15	12:18	13:18	14:30	15:30	16:30	17:29	18:36	19:31
Bletchingley, opp Botery's Cross			08:07	09:06	10:16	11:16	12:19	13:19	14:31	15:31	16:31	17:30	18:37	19:32
Bletchingley, opp Halfway House			08:07	09:06	10:16	11:16	12:19	13:19	14:31	15:31	16:31	17:30	18:37	19:32
Nutfield, adj Coopers Hill Road			**08:09**	**09:08**	**10:18**	**11:18**	**12:21**	**13:21**	**14:33**	**15:33**	**16:33**	**17:32**	**18:39**	**19:34**
Nutfield, opp Memorial Hall			08:09	09:08	10:18	11:18	12:21	13:21	14:33	15:33	16:33	17:32	18:39	19:34
Nutfield, opp Cemetery			08:11	09:10	10:20	11:20	12:23	13:23	14:35	15:35	16:35	17:34	18:41	19:36
Redhill, opp Cormongers Lane			08:11	09:10	10:20	11:20	12:23	13:23	14:35	15:35	16:35	17:34	18:42	19:36
Redhill, opp Fullers Earth			08:13	09:12	10:22	11:22	12:25	13:25	14:37	15:37	16:37	17:36	18:44	19:38
Redhill, opp Oakwood Close			08:14	09:13	10:23	11:23	12:26	13:26	14:38	15:38	16:38	17:37	18:44	19:39
Redhill, adj Redhill Railway Station			08:15	09:14	10:24	11:24	12:27	13:27	14:39	15:39	16:39	17:38	18:46	19:40
Redhill, Redhill Bus Station (Stop 2)	***arr***		**08:16**	**09:15**	**10:25**	**11:25**	**12:28**	**13:28**	**14:40**	**15:40**	**16:40**	**17:39**	**18:47**	**19:41**
Redhill, Redhill Bus Station (Stop 2)	***dep***		**08:19**	**09:18**	**10:28**	**11:28**	**12:31**	**13:31**	**14:43**	**15:43**	**16:43**	**17:42**	**18:49**	**19:43**
Redhill, adj Brook Road			08:20	09:19	10:29	11:29	12:32	13:32	14:44	15:44	16:44	17:43	18:50	19:44
Redhill, opp Wilton Road			08:21	09:20	10:30	11:30	12:33	13:33	14:45	15:45	16:45	17:44	18:50	19:44
Redhill, The Cutting (S-bound)			08:22	09:21	10:31	11:31	12:34	13:34	14:46	15:46	16:46	17:45	18:51	19:45
Redhill, opp Church Road			08:22	09:21	10:31	11:31	12:34	13:34	14:46	15:46	16:46	17:45	18:52	19:46
Earlswood, Three Arch Road (E-bound)			08:25	09:24	10:34	11:34	12:37	13:37	14:49	15:49	16:49	17:48	18:54	19:48
Earlswood, East Surrey Hospital (Stop H2)		**05:50**	**08:27**	**09:26**	**10:36**	**11:36**	**12:39**	**13:39**	**14:51**	**15:51**	**16:51**	**17:50**	**18:56**	**19:50**
Earlswood, Three Arch Road (W-bound)		05:50	08:27	09:26	10:36	11:36	12:39	13:39	14:51	15:51	16:51	17:50	18:56	19:50
Petridgewood Common, opp Tollgate Avenue		05:51	08:28	09:27	10:37	11:37	12:40	13:40	14:52	15:52	16:52	17:51	18:57	19:51
Petridgewood Common, adj West Avenue		05:51	08:29	09:28	10:38	11:38	12:41	13:41	14:53	15:53	16:53	17:52	18:58	19:51
Salfords, adj Copsleigh Avenue		05:52	08:30	09:29	10:39	11:39	12:42	13:42	14:54	15:54	16:54	17:53	18:59	19:52
Salfords, adj Church		**05:53**	**08:31**	**09:30**	**10:40**	**11:40**	**12:43**	**13:43**	**14:55**	**15:55**	**16:55**	**17:54**	**19:00**	**19:53**
Salfords, adj Salbrook Road		05:53	08:31	09:30	10:40	11:40	12:43	13:43	14:55	15:55	16:55	17:54	19:00	19:53
Salfords, opp Wood Close		05:53	08:32	09:31	10:41	11:41	12:44	13:44	14:56	15:56	16:56	17:55	19:00	19:53
Salfords, opp Pear Tree Hill		05:54	08:32	09:31	10:41	11:41	12:44	13:44	14:56	15:56	16:56	17:55	19:01	19:54
Salfords, adj Cross Oak Lane		05:54	08:33	09:32	10:42	11:42	12:45	13:45	14:57	15:57	16:57	17:56	19:01	19:54
Horley, adj Skylane Hotel		05:55	08:33	09:32	10:42	11:42	12:45	13:45	14:57	15:57	16:57	17:56	19:02	19:55
Horley, adj Chestnut Road		05:55	08:34	09:33	10:43	11:43	12:46	13:46	14:58	15:58	16:58	17:57	19:02	19:55
Horley, Chequers Roundabout (SW-bound)		05:56	08:35	09:34	10:44	11:44	12:47	13:47	14:59	15:59	16:59	17:58	19:03	19:56
Horley, adj Lumley Road		**05:57**	**08:36**	**09:35**	**10:45**	**11:45**	**12:48**	**13:48**	**15:00**	**16:00**	**17:00**	**17:59**	**19:04**	**19:57**

Horley, adj Park View			05:57			08:36	09:35	10:45	11:45	12:48	13:48	15:00	16:00	17:00	17:59	19:04	19:57
Horley, Brighton Road (SW-bound)			05:58			08:38	09:37	10:47	11:47	12:50	13:50	15:02	16:02	17:02	18:01	19:06	19:58
Gatwick Airport, Gatwick South Terminal (S-bound)	***arr***		**06:02**			**08:42**	**09:41**	**10:51**	**11:51**	**12:54**	**13:54**	**15:06**	**16:06**	**17:06**	**18:05**	**19:10**	**20:01**
Gatwick Airport, Gatwick South Terminal (S-bound)	***dep***		**06:02**	**06:53**	**07:48**	**08:42**	**09:41**	**10:51**	**11:51**	**12:54**	**13:54**	**15:06**	**16:06**	**17:06**	**18:05**	**19:10**	
Manor Royal, City Place (S-bound)			06:04	06:55	07:50	08:44	09:43	10:53	11:53	12:56	13:56	15:08	16:08	17:08	18:07	19:12	
Manor Royal, Gatwick Road North (S-bound)		**05:13**	**06:06**	**06:57**	**07:52**	**08:46**	**09:45**	**10:55**	**11:55**	**12:58**	**13:58**	**15:10**	**16:10**	**17:10**	**18:09**	**19:14**	
Manor Royal, Gatwick Road Central (SW-bound)		05:14	06:07	06:58	07:53	08:47	09:46	10:56	11:56	12:59	13:59	15:11	16:11	17:11	18:10	19:15	
Manor Royal, Gatwick Road South (S-bound)		05:15	06:08	06:59	07:54	08:48	09:47	10:57	11:57	13:00	14:00	15:12	16:12	17:12	18:11	19:16	
Crawley, Northgate Avenue North (SW-bound)		05:16	06:09	07:00	07:55	08:50	09:49	10:59	11:59	13:02	14:02	15:14	16:14	17:14	18:12	19:17	
Crawley, Northgate Avenue Central (SW-bound)		05:18	06:11	07:02	07:57	08:51	09:50	11:00	12:00	13:03	14:03	15:15	16:15	17:15	18:14	19:19	
Crawley, Northgate Avenue South (SW-bound)		05:18	06:11	07:02	07:57	08:52	09:51	11:01	12:01	13:04	14:04	15:16	16:16	17:16	18:14	19:19	
Crawley, Broadway (Stand U)		05:20	06:13	07:04	07:59	08:54	09:53	11:03	12:03	13:06	14:06	15:18	16:18	17:18	18:16	19:21	
Crawley, Bus Station (Stand D)	***arr***	**05:21**	**06:14**	**07:05**	**08:00**	**08:55**	**09:54**	**11:04**	**12:04**	**13:07**	**14:07**	**15:19**	**16:19**	**17:19**	**18:17**	**19:22**	
Crawley, Bus Station (Stand D)	***dep***	**05:22**	**06:17**	**07:07**	**08:02**	**08:59**	**09:58**	**11:08**	**12:08**	**13:11**	**14:11**	**15:23**	**16:23**	**17:23**	**18:21**	**19:25**	
Crawley, Haslett Avenue East (E-bound)		05:24	06:19	07:09	08:04	09:01	10:00	11:10	12:10	13:13	14:13	15:25	16:25	17:25	18:23	19:27	
Three Bridges, Squareabout (E-bound)		05:25	06:20	07:10	08:05	09:02	10:01	11:11	12:11	13:14	14:14	15:26	16:26	17:26	18:24	19:28	
Three Bridges, Three Bridges Station (Stop B)		**05:27**	**06:22**	**07:12**	**08:08**	**09:05**	**10:04**	**11:14**	**12:14**	**13:17**	**14:17**	**15:29**	**16:29**	**17:29**	**18:27**	**19:30**	
Pound Hill, Worth Park Avenue (NE-bound)		05:27	06:22	07:12	08:08	09:05	10:04	11:14	12:14	13:17	14:17	15:29	16:29	17:29	18:27	19:30	
Pound Hill, Ridley's Corner (E-bound)		05:28	06:23	07:13	08:09	09:06	10:05	11:15	12:15	13:18	14:18	15:30	16:30	17:30	18:28	19:31	
Wakehams Green, adj Blackheath		05:28	06:23	07:13	08:09	09:06	10:05	11:15	12:15	13:18	14:18	15:30	16:30	17:30	18:28	19:31	
Wakehams Green, adj Wyevale Garden Centre		05:30	06:25	07:15	08:11	09:08	10:07	11:17	12:17	13:20	14:20	15:32	16:32	17:32	18:30	19:33	
Wakehams Green, adj Petrol Station		05:30	06:25	07:15	08:11	09:08	10:07	11:17	12:17	13:20	14:20	15:32	16:32	17:32	18:30	19:33	
Copthorne, opp Copthorne Hotel		**05:32**	**06:27**	**07:17**	**08:13**	**09:10**	**10:09**	**11:19**	**12:19**	**13:22**	**14:22**	**15:34**	**16:34**	**17:34**	**18:32**	**19:35**	
Copthorne, adj New Town		05:32	06:27	07:17	08:13	09:10	10:10	11:20	12:20	13:23	14:23	15:35	16:35	17:35	18:33	19:35	
Copthorne, adj Abergavenny Gardens		05:34	06:29	07:19	08:15	09:12	10:11	11:21	12:21	13:24	14:24	15:36	16:36	17:36	18:34	19:37	
Copthorne, opp Cottage Place		05:34	06:29	07:19	08:15	09:12	10:12	11:22	12:22	13:25	14:25	15:37	16:37	17:37	18:35	19:37	
Copthorne, opp The Duke's Head		**05:35**	**06:30**	**07:20**	**08:16**	**09:13**	**10:13**	**11:23**	**12:23**	**13:26**	**14:26**	**15:38**	**16:38**	**17:38**	**18:36**	**19:38**	
Domewood, adj Herons Lea		05:36	06:31	07:22	08:18	09:15	10:15	11:25	12:25	13:28	14:28	15:40	16:40	17:40	18:38	19:39	
Domewood, Copthorne Road (E-bound)		05:37	06:32	07:22	08:18	09:15	10:15	11:25	12:25	13:28	14:28	15:40	16:40	17:40	18:38	19:40	
Felbridge, adj Mill Lane		05:38	06:33	07:24	08:20	09:17	10:17	11:27	12:27	13:30	14:30	15:42	16:42	17:42	18:40	19:41	
Felbridge, opp Green		05:39	06:34	07:24	08:20	09:17	10:17	11:27	12:27	13:30	14:30	15:42	16:42	17:42	18:40	19:42	
Copthorne Road before The Star Inn, Felbridge		05:39	06:34	07:25	08:21	09:18	10:18	11:28	12:28	13:31	14:31	15:43	16:43	17:43	18:41	19:42	
East Grinstead, adj Felbridge Hotel		**05:40**	**06:35**	**07:26**	**08:22**	**09:19**	**10:19**	**11:29**	**12:29**	**13:32**	**14:32**	**15:44**	**16:44**	**17:44**	**18:42**	**19:43**	
East Grinstead, adj Yew Lane		05:40	06:35	07:27	08:23	09:20	10:20	11:30	12:30	13:33	14:33	15:45	16:45	17:45	18:43	19:43	
East Grinstead, opp Halsford Green		05:41	06:36	07:27	08:23	09:21	10:21	11:31	12:31	13:34	14:34	15:46	16:46	17:46	18:43	19:44	
East Grinstead, adj Buckhurst Way		05:41	06:36	07:28	08:24	09:22	10:22	11:32	12:32	13:35	14:35	15:47	16:47	17:47	18:44	19:44	
East Grinstead, adj Lingfield Road		05:43	06:38	07:30	08:26	09:24	10:24	11:35	12:35	13:37	14:37	15:49	16:49	17:49	18:46	19:46	
East Grinstead, Fire Station (Stop T)		05:44	06:39	07:32	08:28	09:25	10:25	11:38	12:38	13:38	14:38	15:50	16:50	17:50	18:47	19:47	
East Grinstead, Broadway (Stop E)		05:44	06:39	07:33	08:29	09:27	10:27	11:39	12:39	13:40	14:40	15:52	16:52	17:52	18:48	19:47	
East Grinstead, adj Whitehall		05:45	06:40	07:34	08:30	09:28	10:28	11:40	12:40	13:41	14:41	15:53	16:53	17:53	18:49	19:48	
East Grinstead, War Memorial (Stop H)		**05:46**	**06:41**	**07:35**	**08:31**	**09:29**	**10:29**	**11:42**	**12:42**	**13:42**	**14:42**	**15:54**	**16:54**	**17:54**	**18:50**	**19:49**	
East Grinstead, Sackville College (Stop K)		05:46	06:41	07:35	08:31	09:29	10:29	11:42	12:42	13:42	14:42	15:54	16:54	17:54	18:50	19:49	
East Grinstead, adj Sandy Lane		05:47	06:42	07:36	08:32	09:30	10:30	11:43	12:43	13:43	14:43	15:55	16:55	17:55	18:51	19:50	
East Grinstead, opp East Court		05:48	06:43	07:37	08:33	09:31	10:31	11:44	12:44	13:44	14:44	15:56	16:56	17:56	18:52	19:51	
East Grinstead, adj Queen Victoria Hospital		**05:49**	**06:44**	**07:39**	**08:35**	**09:33**	**10:33**	**11:46**	**12:46**	**13:46**	**14:46**	**15:58**	**16:58**	**17:58**	**18:54**	**19:53**	
East Grinstead, opp Turner Court		05:49	06:44	07:39	08:35	09:33	10:33	11:46	12:46	13:46	14:46	15:58	16:58	17:58	18:54	19:53	
East Grinstead, Stone Quarry Estate (NW-bound)	***arr***	**05:50**	**06:45**	**07:40**	**08:37**	**09:35**	**10:35**	**11:48**	**12:48**	**13:48**	**14:48**	**16:00**	**17:00**	**18:00**	**18:55**	**19:54**	

Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

Sundays

Caterham, opp Westway Common	***dep***	**10:55**	**12:55**	**14:55**	**16:56**
Caterham, High Street (S-bound)		10:56	12:56	14:56	16:57
Caterham, opp Court Road		10:57	12:57	14:57	16:58
Caterham, adj Caterham Dene Hospital		10:58	12:58	14:58	16:59
Caterham, o/s Caterham Railway Station		**11:01**	**13:01**	**15:01**	**17:02**
Caterham, adj Longsdon Way		11:01	13:01	15:01	17:02
Caterham, opp White Knobs Way		11:02	13:02	15:02	17:03
Godstone, adj Quarry Road		11:06	13:06	15:06	17:07
Tyler's Green, opp Fire Station		11:07	13:07	15:07	17:08
Tyler's Green, adj Lindley Road		11:08	13:08	15:08	17:09
Godstone, High Street (S-bound)		**11:09**	**13:09**	**15:09**	**17:10**
Godstone, adj Godstone Green		11:09	13:09	15:09	17:10
Godstone, adj Waterhouse Lane		11:10	13:10	15:10	17:11
Bletchingley, opp Chevington Villas		11:12	13:12	15:12	17:13
Bletchingley, adj Rabies Heath Road		11:13	13:13	15:13	17:14
Bletchingley, adj The Whyte Hart		**11:14**	**13:14**	**15:14**	**17:15**
Bletchingley, opp Little Common Lane		11:14	13:14	15:14	17:15
Bletchingley, opp Botery's Cross		11:15	13:15	15:15	17:16
Bletchingley, opp Halfway House		11:15	13:15	15:15	17:16
Nutfield, adj Coopers Hill Road		**11:17**	**13:17**	**15:17**	**17:18**
Nutfield, opp Memorial Hall		11:17	13:17	15:17	17:18
Nutfield, opp Cemetery		11:19	13:19	15:19	17:20
Redhill, opp Cormongers Lane		11:19	13:19	15:19	17:20
Redhill, opp Fullers Earth		11:21	13:21	15:21	17:22
Redhill, opp Oakwood Close		11:22	13:22	15:22	17:23
Redhill, adj Redhill Railway Station		11:23	13:23	15:23	17:24
Redhill, Redhill Bus Station (Stop 2)	***arr***	**11:24**	**13:24**	**15:24**	**17:25**
Redhill, Redhill Bus Station (Stop 2)	***dep***	**11:27**	**13:27**	**15:27**	**17:28**
Redhill, adj Brook Road		11:28	13:28	15:28	17:29
Redhill, opp Wilton Road		11:28	13:28	15:28	17:29
Redhill, The Cutting (S-bound)		11:29	13:29	15:29	17:30
Redhill, opp Church Road		11:30	13:30	15:30	17:31
Earlswood, Three Arch Road (E-bound)		11:32	13:32	15:32	17:33
Earlswood, East Surrey Hospital (Stop H2)		**11:34**	**13:34**	**15:34**	**17:35**
Earlswood, Three Arch Road (W-bound)		11:34	13:34	15:34	17:35
Petridgewood Common, opp Tollgate Avenue		11:35	13:35	15:35	17:36
Petridgewood Common, adj West Avenue		11:36	13:36	15:36	17:37
Salfords, adj Copsleigh Avenue		11:37	13:37	15:37	17:38
Salfords, adj Church		**11:38**	**13:38**	**15:38**	**17:39**
Salfords, adj Salbrook Road		11:38	13:38	15:38	17:39
Salfords, opp Wood Close		11:39	13:39	15:39	17:40
Salfords, opp Pear Tree Hill		11:39	13:39	15:39	17:40
Salfords, adj Cross Oak Lane		11:40	13:40	15:40	17:41
Horley, adj Skylane Hotel		11:40	13:40	15:40	17:41
Horley, adj Chestnut Road		11:41	13:41	15:41	17:42
Horley, Chequers Roundabout (SW-bound)		11:42	13:42	15:42	17:43
Horley, adj Lumley Road		**11:43**	**13:43**	**15:43**	**17:44**

Horley, adj Park View			11:43	13:43	15:43	17:44
Horley, Brighton Road (SW-bound)			11:45	13:45	15:45	17:46
Gatwick Airport, Gatwick South Terminal (S-bound)		**09:51**	**11:49**	**13:49**	**15:49**	**17:50**
Manor Royal, City Place (S-bound)		09:53	11:51	13:51	15:51	17:52
Manor Royal, Gatwick Road North (S-bound)		**09:55**	**11:53**	**13:53**	**15:53**	**17:54**
Manor Royal, Gatwick Road Central (SW-bound)		09:56	11:54	13:54	15:54	17:55
Manor Royal, Gatwick Road South (S-bound)		09:56	11:55	13:55	15:55	17:56
Crawley, Northgate Avenue North (SW-bound)		09:58	11:56	13:56	15:56	17:57
Crawley, Northgate Avenue Central (SW-bound)		09:59	11:58	13:58	15:58	17:59
Crawley, Northgate Avenue South (SW-bound)		10:00	11:58	13:58	15:58	17:59
Crawley, Broadway (Stand U)		10:01	12:00	14:00	16:00	18:01
Crawley, Bus Station (Stand D)	***arr***	**10:02**	**12:01**	**14:01**	**16:01**	**18:02**
Crawley, Bus Station (Stand D)	***dep***	**10:05**	**12:05**	**14:05**	**16:05**	**18:05**
Crawley, Haslett Avenue East (E-bound)		10:07	12:07	14:07	16:07	18:07
Three Bridges, Squareabout (E-bound)		10:08	12:08	14:08	16:08	18:08
Three Bridges, Three Bridges Station (Stop B)		**10:11**	**12:11**	**14:11**	**16:11**	**18:11**
Pound Hill, Worth Park Avenue (NE-bound)		10:11	12:11	14:11	16:11	18:11
Pound Hill, Ridley's Corner (E-bound)		10:12	12:12	14:12	16:12	18:12
Wakehams Green, adj Blackheath		10:12	12:12	14:12	16:12	18:12
Wakehams Green, adj Wyevale Garden Centre		10:14	12:14	14:14	16:14	18:14
Wakehams Green, adj Petrol Station		10:14	12:14	14:14	16:14	18:14
Copthorne, opp Copthorne Hotel		**10:16**	**12:16**	**14:16**	**16:16**	**18:16**
Copthorne, adj New Town		10:16	12:16	14:16	16:16	18:16
Copthorne, adj Abergavenny Gardens		10:18	12:18	14:18	16:18	18:18
Copthorne, opp Cottage Place		10:18	12:18	14:18	16:18	18:18
Copthorne, opp The Duke's Head		**10:19**	**12:19**	**14:19**	**16:19**	**18:19**
Domewood, adj Herons Lea		10:21	12:21	14:21	16:21	18:21
Domewood, Copthorne Road (E-bound)		10:21	12:21	14:21	16:21	18:21
Felbridge, adj Mill Lane		10:23	12:23	14:23	16:23	18:23
Felbridge, opp Green		10:23	12:23	14:23	16:23	18:23
Copthorne Road before The Star Inn, Felbridge		10:24	12:24	14:24	16:24	18:24
East Grinstead, adj Felbridge Hotel		**10:25**	**12:25**	**14:25**	**16:25**	**18:25**
East Grinstead, adj Yew Lane		10:26	12:26	14:26	16:26	18:26
East Grinstead, opp Halsford Green		10:26	12:26	14:26	16:26	18:26
East Grinstead, adj Buckhurst Way		10:27	12:27	14:27	16:27	18:27
East Grinstead, adj Lingfield Road		10:29	12:29	14:29	16:29	18:29
East Grinstead, Fire Station (Stop T)		10:31	12:31	14:31	16:31	18:30
East Grinstead, Broadway (Stop E)		10:32	12:32	14:32	16:32	18:31
East Grinstead, adj Whitehall		10:33	12:33	14:33	16:33	18:32
East Grinstead, War Memorial (Stop H)		**10:34**	**12:34**	**14:34**	**16:34**	**18:33**
East Grinstead, Sackville College (Stop K)		10:34	12:34	14:34	16:34	18:33
East Grinstead, adj Sandy Lane		10:35	12:35	14:35	16:35	18:34
East Grinstead, opp East Court		10:36	12:36	14:36	16:36	18:35
East Grinstead, adj Queen Victoria Hospital		**10:38**	**12:38**	**14:38**	**16:38**	**18:37**
East Grinstead, opp Turner Court		10:38	12:38	14:38	16:38	18:37
East Grinstead, Stone Quarry Estate (NW-bound)	***arr***	**10:40**	**12:40**	**14:40**	**16:40**	**18:38**

Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

410 Redhill - Domewood

Southdown PSV

Mondays to Fridays

Redhill, o/s St Bede's School *dep*																		**15:05**
Redhill, Carlton Road (E-bound)																		15:09
Redhill, opp Linkfield Lane																		15:10
Redhill, Redhill Bus Station (Stop 1)	**06:50**	**07:55**	**08:35**	**09:05**	**09:35**	**10:05**	**10:35**	**11:05**	**11:35**	**11:35**	**12:05**	**12:35**	**13:05**	**13:35**	**13:35**	**14:05**	**14:35**	**15:15**
Redhill, adj Oakwood Close	06:51	07:56	08:36	09:06	09:36	10:06	10:36	11:06	11:36	11:36	12:06	12:36	13:06	13:36	13:36	14:06	14:36	15:16
Redhill, adj Fullers Earth	06:51	07:57	08:36	09:06	09:36	10:06	10:36	11:06	11:37	11:36	12:06	12:36	13:06	13:37	13:36	14:06	14:36	15:16
Redhill, adj Cormongers Lane	06:53	07:58	08:38	09:08	09:38	10:08	10:38	11:08	11:38	11:38	12:08	12:38	13:08	13:38	13:38	14:08	14:38	15:18
Nutfield, o/s Cemetery	06:53	07:59	08:38	09:08	09:38	10:08	10:38	11:08	11:39	11:38	12:08	12:38	13:08	13:39	13:38	14:08	14:38	15:18
Nutfield, o/s Memorial Hall	06:55	08:01	08:40	09:10	09:40	10:10	10:40	11:10	11:41	11:40	12:10	12:40	13:10	13:41	13:40	14:10	14:40	15:20
Nutfield, opp Coopers Hill Road	**06:56**	**08:02**	**08:41**	**09:11**	**09:41**	**10:11**	**10:41**	**11:11**	**11:42**	**11:41**	**12:11**	**12:41**	**13:11**	**13:42**	**13:41**	**14:11**	**14:41**	**15:21**
Bletchingley, o/s Halfway House	06:56	08:02	08:41	09:11	09:41	10:11	10:41	11:11	11:42	11:41	12:11	12:41	13:11	13:42	13:41	14:11	14:41	15:21
Bletchingley, adj Botery's Cross	06:57	08:04	08:42	09:12	09:42	10:12	10:42	11:12	11:43	11:42	12:12	12:42	13:12	13:43	13:42	14:12	14:42	15:22
Bletchingley, adj Little Common Lane	06:58	08:05	08:43	09:13	09:43	10:13	10:43	11:13	11:44	11:43	12:13	12:43	13:13	13:44	13:43	14:13	14:43	15:23
Bletchingley, opp The Whyte Hart	**06:59**	**08:07**	**08:44**	**09:14**	**09:44**	**10:14**	**10:44**	**11:14**	**11:45**	**11:44**	**12:14**	**12:44**	**13:14**	**13:45**	**13:44**	**14:14**	**14:44**	**15:24**
Bletchingley, opp Rabies Heath Road	07:00	08:08	08:45	09:15	09:45	10:15	10:45	11:15	11:46	11:45	12:15	12:45	13:15	13:46	13:45	14:15	14:45	15:25
Bletchingley, adj Chevington Villas	07:00	08:08	08:45	09:15	09:45	10:15	10:45	11:15	11:46	11:45	12:15	12:45	13:15	13:46	13:45	14:15	14:45	15:25
Godstone, opp Waterhouse Lane	07:02	08:10	08:47	09:17	09:47	10:17	10:47	11:17	11:48	11:47	12:17	12:47	13:17	13:48	13:47	14:17	14:47	15:27
Godstone, opp Godstone Green	**07:04**	**08:12**	**08:49**	**09:19**	**09:49**	**10:19**	**10:49**	**11:19**	**11:50**	**11:49**	**12:19**	**12:49**	**13:19**	**13:50**	**13:49**	**14:19**	**14:49**	**15:29**
Godstone, adj Crowhurst Mead	07:04	08:13	08:49	09:19	09:49	10:19	10:49	11:19	11:50	11:49	12:19	12:49	13:19	13:50	13:49	14:19	14:49	15:29
Godstone, opp Church Lane	07:05	08:15	08:51	09:21	09:51	10:21	10:51	11:21	11:51	11:51	12:21	12:51	13:21	13:51	13:51	14:21	14:51	15:31
Tandridge, opp Knights Garden Centre	07:06	08:17	08:52	09:22	09:52	10:22	10:52	11:22	11:52	11:52	12:22	12:52	13:22	13:52	13:52	14:22	14:52	15:32
Tandridge, adj Tandridge Hill Lane	07:08	08:20	08:53	09:23	09:53	10:23	10:53	11:23	11:53	11:53	12:23	12:53	13:23	13:53	13:53	14:23	14:53	15:33
Tandridge, opp Tandridge Lane	07:08	08:20	08:54	09:24	09:54	10:24	10:54	11:24	11:53	11:54	12:24	12:54	13:24	13:53	13:54	14:24	14:54	15:34
Old Oxted, opp Golf Club	07:09	08:23	08:55	09:25	09:55	10:25	10:55	11:25	11:55	11:55	12:25	12:55	13:25	13:55	13:55	14:25	14:55	15:35
Oxted, adj Wheeler Avenue	07:11	08:26	08:58	09:28	09:58	10:28	10:58	11:28	11:56	11:58	12:28	12:58	13:28	13:56	13:58	14:28	14:58	15:38
Oxted, Church Lane (NE-bound)	07:11	08:27	08:58	09:28	09:58	10:28	10:58	11:28	11:57	11:58	12:28	12:58	13:28	13:57	13:58	14:28	14:58	15:38
Oxted, Bluehouse Lane (E-bound)	07:12	08:29	08:59	09:29	09:59	10:29	10:59	11:29	11:57	11:59	12:29	12:59	13:29	13:57	13:59	14:29	14:59	15:39
Oxted, nr Oxted Railway Station	**07:13**	**08:30**	**09:00**	**09:30**	**10:00**	**10:30**	**11:00**	**11:30**	**11:58**	**12:00**	**12:30**	**13:00**	**13:30**	**13:58**	**14:00**	**14:30**	**15:00**	**15:40**
Oxted, o/s Council Offices	**07:14**	**08:31**	**09:01**	**09:31**	**10:01**	**10:31**	**11:01**	**11:31**	**11:59**	**12:01**	**12:31**	**13:01**	**13:31**	**13:59**	**14:01**	**14:31**	**15:01**	
Oxted, adj Detillens Lane	07:15	08:32	09:02	09:32	10:02	10:32	11:02	11:32	12:00	12:02	12:32	13:02	13:32	14:00	14:02	14:32	15:02	
Limpsfield, Wolf's Road (SW-bound)	07:16	08:33	09:03	09:33	10:03	10:33	11:03	11:33	12:02	12:03	12:33	13:03	13:33	14:02	14:03	14:33	15:03	
West Heath, Pollards Wood Hill (S-bound)	07:17	08:34	09:04	09:34	10:04	10:34	11:04	11:34	12:03	12:04	12:34	13:04	13:34	14:03	14:04	14:34	15:04	
Hurst Green, opp Boulthurst Way	07:18	08:35	09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:05	12:35	13:05	13:35	14:05	14:05	14:35	15:05	
Hurst Green, Pollards Wood Road (W-bound)	**07:19**	**08:36**	**09:06**	**09:36**	**10:06**	**10:36**	**11:06**	**11:36**	**12:06**	**12:06**	**12:36**	**13:06**	**13:36**	**14:06**	**14:06**	**14:36**	**15:06**	
Hurst Green, opp Wolfs Wood	07:19	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:07	12:37	13:07	13:37	14:07	14:07	14:37	15:07	
Hurst Green, Pollards Oak Shops (Stop A)	**07:21**	**08:39**	**09:09**	**09:39**	**10:09**	**10:39**	**11:09**	**11:39**	**12:09**	**12:09**	**12:39**	**13:09**	**13:39**	**14:09**	**14:09**	**14:39**	**15:09**	
Hurst Green, opp St Agatha's Hall	07:22	08:39	09:09	09:39	10:09	10:39	11:09	11:39	12:09	12:09	12:39	13:09	13:39	14:09	14:09	14:39	15:09	
Holland, Mill Lane (S-bound)	**07:25**	**08:41**	**09:11**	**09:41**	**10:11**	**10:41**	**11:11**	**11:41**	**12:11**	**12:11**	**12:41**	**13:11**	**13:41**	**14:11**	**14:11**	**14:41**	**15:11**	
Holland, Warren Lane (E-bound)	07:28	08:44	09:14	09:44	10:14	10:44	11:14	11:44	12:14	12:14	12:44	13:14	13:44	14:14	14:14	14:44	15:14	
Holland, adj Coldshott	**07:29**	**08:45**	**09:15**	**09:45**	**10:15**	**10:45**	**11:15**	**11:45**	**12:15**	**12:15**	**12:45**	**13:15**	**13:45**	**14:15**	**14:15**	**14:45**	**15:15**	
Holland, opp Londis																		
Broadham Green, Broadham Green (W-bound)																		

Tandridge, Tandridge Lane (S-bound)																			
South Godstone, opp Woodlands Drive																			
South Godstone, opp Godstone Railway Station																			
South Godstone, opp RSPCA Centre																			
South Godstone, adj The Mount																			
Blindley Heath, Anglefield Corner (S-bound)																			
Blindley Heath, opp Byers Lane																			
Blindley Heath, opp Featherstone																			
Blindley Heath, opp St John's Church																			
Blindley Heath, adj Cottenhams																			
Blindley Heath, adj Ray Lane																			
Newchapel, adj London Temple																			
Newchapel, West Park Road (SW-bound)																			
Domewood, Snow Hill Crossroads (S-bound)	*arr*																		
Notes		[1]	[1] [SDO]	[1]	[1]	[1]	[1]	[1]	[1]	[2]	[1]	[1]	[1]	[1]	[2]	[1]	[1]	[1]	[1] [SDO]

Redhill, o/s St Bede's School	*dep*												
Redhill, Carlton Road (E-bound)													
Redhill, opp Linkfield Lane													
Redhill, Redhill Bus Station (Stop 1)	**15:35**	**15:45**	**16:15**	**16:45**	**17:15**	**17:35**	**17:45**	**18:15**	**18:45**	**19:15**	**19:45**	**20:15**	
Redhill, adj Oakwood Close	15:36	15:46	16:16	16:46	17:16	17:36	17:46	18:16	18:46	19:16	19:46	20:16	
Redhill, adj Fullers Earth	15:37	15:46	16:16	16:46	17:16	17:37	17:46	18:16	18:46	19:16	19:46	20:16	
Redhill, adj Cormongers Lane	15:38	15:48	16:18	16:48	17:18	17:38	17:48	18:18	18:48	19:18	19:48	20:18	
Nutfield, o/s Cemetery	15:39	15:48	16:18	16:48	17:18	17:39	17:48	18:18	18:48	19:18	19:48	20:18	
Nutfield, o/s Memorial Hall	15:41	15:50	16:20	16:50	17:20	17:41	17:50	18:20	18:50	19:20	19:50	20:20	
Nutfield, opp Coopers Hill Road	**15:42**	**15:51**	**16:21**	**16:51**	**17:21**	**17:42**	**17:51**	**18:21**	**18:51**	**19:21**	**19:51**	**20:21**	
Bletchingley, o/s Halfway House	15:42	15:51	16:21	16:51	17:21	17:42	17:51	18:21	18:51	19:21	19:51	20:21	
Bletchingley, adj Botery's Cross	15:43	15:52	16:22	16:52	17:22	17:43	17:52	18:22	18:52	19:22	19:52	20:22	
Bletchingley, adj Little Common Lane	15:44	15:53	16:23	16:53	17:23	17:44	17:53	18:23	18:53	19:23	19:53	20:23	
Bletchingley, opp The Whyte Hart	**15:45**	**15:54**	**16:24**	**16:54**	**17:24**	**17:45**	**17:54**	**18:24**	**18:54**	**19:24**	**19:54**	**20:24**	
Bletchingley, opp Rabies Heath Road	15:46	15:55	16:25	16:55	17:25	17:46	17:55	18:25	18:55	19:25	19:55	20:25	
Bletchingley, adj Chevington Villas	15:46	15:55	16:25	16:55	17:25	17:46	17:55	18:25	18:55	19:25	19:55	20:25	
Godstone, opp Waterhouse Lane	15:48	15:57	16:27	16:57	17:27	17:48	17:57	18:27	18:57	19:27	19:57	20:27	
Godstone, opp Godstone Green	**15:50**	**15:59**	**16:29**	**16:59**	**17:29**	**17:50**	**17:59**	**18:29**	**18:59**	**19:29**	**19:59**	**20:29**	
Godstone, adj Crowhurst Mead	15:50	15:59	16:29	16:59	17:29	17:50	17:59	18:29	18:59	19:29	19:59	20:29	
Godstone, opp Church Lane	15:51	16:01	16:31	17:01	17:31	17:51	18:01	18:30	19:00	19:30	20:00	20:30	
Tandridge, opp Knights Garden Centre	15:52	16:02	16:32	17:02	17:32	17:52	18:02	18:31	19:01	19:31	20:01	20:31	
Tandridge, adj Tandridge Hill Lane	15:53	16:03	16:33	17:03	17:33	17:53	18:03	18:33	19:03	19:33	20:03	20:33	
Tandridge, opp Tandridge Lane	15:53	16:04	16:34	17:04	17:34	17:53	18:04	18:33	19:03	19:33	20:03	20:33	
Old Oxted, opp Golf Club	15:55	16:05	16:35	17:05	17:35	17:55	18:05	18:34	19:04	19:34	20:04	20:34	
Oxted, adj Wheeler Avenue	15:56	16:08	16:38	17:08	17:38	17:56	18:08	18:36	19:06	19:36	20:06	20:36	
Oxted, Church Lane (NE-bound)	15:57	16:08	16:38	17:08	17:38	17:57	18:08	18:36	19:06	19:36	20:06	20:36	
Oxted, Bluehouse Lane (E-bound)	15:57	16:09	16:39	17:09	17:39	17:57	18:09	18:37	19:07	19:37	20:07	20:37	
Oxted, nr Oxted Railway Station	**15:58**	**16:10**	**16:40**	**17:10**	**17:40**	**17:58**	**18:10**	**18:38**	**19:08**	**19:38**	**20:08**	**20:38**	
Oxted, o/s Council Offices	**15:59**	**16:11**	**16:41**	**17:11**	**17:41**	**17:59**	**18:11**	**18:39**	**19:09**	**19:39**	**20:09**	**20:39**	
Oxted, adj Detillens Lane	16:00	16:12	16:42	17:12	17:42	18:00	18:12	18:40	19:10	19:40	20:10	20:40	
Limpsfield, Wolf's Road (SW-bound)	16:02	16:13	16:43	17:13	17:43	18:02	18:13	18:41	19:11	19:41	20:11	20:41	
West Heath, Pollards Wood Hill (S-bound)	16:03	16:14	16:44	17:14	17:44	18:03	18:14	18:42	19:12	19:42	20:12	20:42	
Hurst Green, opp Boulthurst Way	16:05	16:15	16:45	17:15	17:45	18:05	18:15	18:43	19:13	19:43	20:13	20:43	
Hurst Green, Pollards Wood Road (W-bound)	**16:06**	**16:16**	**16:46**	**17:16**	**17:46**	**18:06**	**18:16**	**18:44**	**19:14**	**19:44**	**20:14**	**20:44**	
Hurst Green, opp Wolfs Wood	16:07	16:17	16:47	17:17	17:47	18:07	18:17	18:45	19:15	19:45	20:15	20:45	
Hurst Green, Pollards Oak Shops (Stop A)	**16:09**	**16:19**	**16:49**	**17:19**	**17:49**	**18:09**	**18:19**	**18:47**	**19:17**	**19:47**	**20:17**	**20:47**	
Hurst Green, opp St Agatha's Hall	16:09	16:19	16:49	17:19	17:49	18:09	18:19	18:47	19:17	19:47	20:17	20:47	
Holland, Mill Lane (S-bound)	**16:11**	**16:21**	**16:51**	**17:21**	**17:51**	**18:11**	**18:21**	**|**	**|**	**|**	**|**	**|**	
Holland, Warren Lane (E-bound)	16:14	16:24	16:54	17:24	17:54	18:14	18:24	|	|	|	|	|	
Holland, adj Coldshott	**16:15**	**16:25**	**16:55**	**17:25**	**17:55**	**18:15**	**18:25**	**|**	**|**	**|**	**|**	**|**	
Holland, opp Londis						18:15		|	|	|	|	|	
Broadham Green, Broadham Green (W-bound)						**18:16**		**18:50**	**19:20**	**19:50**	**20:20**	**20:50**	
Tandridge, Tandridge Lane (S-bound)						18:20		18:53	19:23	19:53	20:23	20:53	
South Godstone, opp Woodlands Drive						**18:24**		**18:56**	**19:26**	**19:56**	**20:26**	**20:56**	
South Godstone, opp Godstone Railway Station						**18:25**		**18:57**	**19:27**	**19:57**	**20:27**	**20:57**	
South Godstone, opp RSPCA Centre						18:25		18:57	19:27	19:57	20:27	20:57	
South Godstone, adj The Mount						18:26		18:58	19:28	19:58	20:28	20:58	

Blindley Heath, Anglefield Corner (S-bound)						18:26		18:59	19:29	19:59	20:29	20:59
Blindley Heath, opp Byers Lane						18:26		18:59	19:29	19:59	20:29	20:59
Blindley Heath, opp Featherstone						18:27		18:59	19:29	19:59	20:29	20:59
Blindley Heath, opp St John's Church						18:27		19:00	19:30	20:00	20:30	21:00
Blindley Heath, adj Cottenhams						18:27		19:00	19:30	20:00	20:30	21:00
Blindley Heath, adj Ray Lane						**18:28**		**19:01**	**19:31**	**20:01**	**20:31**	**21:01**
Newchapel, adj London Temple						**18:31**		**19:05**	**19:35**	**20:05**	**20:35**	**21:05**
Newchapel, West Park Road (SW-bound)						18:31		19:05	19:35	20:05	20:35	21:05
Domewood, Snow Hill Crossroads (S-bound)	***arr***					**18:33**		**19:08**	**19:38**	**20:08**	**20:38**	**21:08**
Notes		[2]	[1]	[1]	[1]	[1]	[2]	[1]	[1]	[1]	[1]	[1]	[1]

[1] Runs on Mondays to Fridays
[2] Only runs on Monday, Friday
[SDO] Schooldays only
Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

410 Redhill - Holland

Southdown PSV

Saturdays

Redhill, Redhill Bus Station (Stop 1)	***dep***	**07:35**	**08:35**	**09:35**	**10:35**	**11:35**	**12:35**	**13:35**	**14:35**	**15:35**	**16:35**	**17:35**	**18:35**	**19:35**
Redhill, adj Oakwood Close		07:36	08:36	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:36	19:36
Redhill, adj Fullers Earth		07:36	08:36	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:36	19:36
Redhill, adj Cormongers Lane		07:38	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:38	17:38	18:38	19:38
Nutfield, o/s Cemetery		07:38	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:38	17:38	18:38	19:38
Nutfield, o/s Memorial Hall		07:40	08:40	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:40	17:40	18:40	19:40
Nutfield, opp Coopers Hill Road		**07:41**	**08:41**	**09:41**	**10:41**	**11:41**	**12:41**	**13:41**	**14:41**	**15:41**	**16:41**	**17:41**	**18:41**	**19:41**
Bletchingley, o/s Halfway House		07:41	08:41	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41	18:41	19:41
Bletchingley, adj Botery's Cross		07:42	08:42	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:42	17:42	18:42	19:42
Bletchingley, adj Little Common Lane		07:43	08:43	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:43	19:43
Bletchingley, opp The Whyte Hart		**07:44**	**08:44**	**09:44**	**10:44**	**11:44**	**12:44**	**13:44**	**14:44**	**15:44**	**16:44**	**17:44**	**18:44**	**19:44**
Bletchingley, opp Rabies Heath Road		07:45	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45	19:45
Bletchingley, adj Chevington Villas		07:45	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45	19:45
Godstone, opp Waterhouse Lane		07:47	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	18:47	19:47
Godstone, opp Godstone Green		**07:49**	**08:49**	**09:49**	**10:49**	**11:49**	**12:49**	**13:49**	**14:49**	**15:49**	**16:49**	**17:49**	**18:49**	**19:49**
Godstone, adj Crowhurst Mead		07:49	08:49	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49	17:49	18:49	19:49
Godstone, opp Church Lane		07:51	08:51	09:51	10:51	11:51	12:51	13:51	14:51	15:51	16:51	17:51	18:50	19:51
Tandridge, opp Knights Garden Centre		07:52	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:52	18:51	19:52
Tandridge, adj Tandridge Hill Lane		07:53	08:53	09:53	10:53	11:53	12:53	13:53	14:53	15:53	16:53	17:53	18:53	19:53
Tandridge, opp Tandridge Lane		07:54	08:54	09:54	10:54	11:54	12:54	13:54	14:54	15:54	16:54	17:54	18:53	19:54
Old Oxted, opp Golf Club		07:55	08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55	16:55	17:55	18:54	19:55
Oxted, adj Wheeler Avenue		07:58	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58	18:56	19:58
Oxted, Church Lane (NE-bound)		07:58	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58	18:56	19:58
Oxted, Bluehouse Lane (E-bound)		07:59	08:59	09:59	10:59	11:59	12:59	13:59	14:59	15:59	16:59	17:59	18:57	19:59
Oxted, nr Oxted Railway Station		**08:00**	**09:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**18:58**	**20:00**
Oxted, o/s Council Offices		**08:01**	**09:01**	**10:01**	**11:01**	**12:01**	**13:01**	**14:01**	**15:01**	**16:01**	**17:01**	**18:01**	**18:59**	**20:01**
Oxted, adj Detillens Lane		08:02	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:02	19:00	20:02
Limpsfield, Wolf's Road (SW-bound)		08:03	09:03	10:03	11:03	12:03	13:03	14:03	15:03	16:03	17:03	18:03	19:01	20:03
West Heath, Pollards Wood Hill (S-bound)		08:04	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	17:04	18:04	19:02	20:04
Hurst Green, opp Boulthurst Way		08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	17:05	18:05	19:03	20:05
Hurst Green, Pollards Wood Road (W-bound)		**08:06**	**09:06**	**10:06**	**11:06**	**12:06**	**13:06**	**14:06**	**15:06**	**16:06**	**17:06**	**18:06**	**19:04**	**20:06**
Hurst Green, opp Wolfs Wood		08:07	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:07	17:07	18:07	19:05	20:07
Hurst Green, Pollards Oak Shops (Stop A)		**08:09**	**09:09**	**10:09**	**11:09**	**12:09**	**13:09**	**14:09**	**15:09**	**16:09**	**17:09**	**18:09**	**19:07**	**20:09**
Hurst Green, opp St Agatha's Hall		08:09	09:09	10:09	11:09	12:09	13:09	14:09	15:09	16:09	17:09	18:09	19:07	20:09
Broadham Green, Broadham Green (W-bound)		**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**19:10**	**20:10**
Tandridge, Tandridge Lane (S-bound)		|	|	|	|	|	|	|	|	|	|	|	19:13	20:13
South Godstone, opp Woodlands Drive		**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**19:16**	**20:16**
South Godstone, opp Godstone Railway Station		**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**19:17**	**20:17**
South Godstone, opp RSPCA Centre		|	|	|	|	|	|	|	|	|	|	|	19:17	20:17
South Godstone, adj The Mount		|	|	|	|	|	|	|	|	|	|	|	19:18	20:18
Blindley Heath, Anglefield Corner (S-bound)		|	|	|	|	|	|	|	|	|	|	|	19:19	20:19
Blindley Heath, opp Byers Lane		|	|	|	|	|	|	|	|	|	|	|	19:19	20:19

Blindley Heath, opp Featherstone		|	|	|	|	|	|	|	|	|	|	|	19:19	20:19
Blindley Heath, opp St John's Church		|	|	|	|	|	|	|	|	|	|	|	19:20	20:20
Blindley Heath, adj Cottenhams		|	|	|	|	|	|	|	|	|	|	|	19:20	20:20
Blindley Heath, adj Ray Lane		**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**19:21**	**20:21**
Newchapel, adj London Temple		**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**19:25**	**20:25**
Newchapel, West Park Road (SW-bound)		|	|	|	|	|	|	|	|	|	|	|	19:25	20:25
Domewood, Snow Hill Crossroads (S-bound)	***arr***	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**|**	**19:28**	**20:28**
Holland, Mill Lane (S-bound)		**08:11**	**09:11**	**10:11**	**11:11**	**12:11**	**13:11**	**14:11**	**15:11**	**16:11**	**17:11**	**18:11**		
Holland, Warren Lane (E-bound)		08:14	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14		
Holland, adj Coldshott	***arr***	**08:15**	**09:15**	**10:15**	**11:15**	**12:15**	**13:15**	**14:15**	**15:15**	**16:15**	**17:15**	**18:15**		

Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

410 Redhill - Domewood

Southdown PSV

Sundays

Redhill, Redhill Bus Station (Stop 1)	***dep***	**11:35**	**13:35**	**15:35**	**17:35**
Redhill, adj Oakwood Close		11:36	13:36	15:36	17:36
Redhill, adj Fullers Earth		11:37	13:37	15:37	17:37
Redhill, adj Cormongers Lane		11:38	13:38	15:38	17:38
Nutfield, o/s Cemetery		11:39	13:39	15:39	17:39
Nutfield, o/s Memorial Hall		11:41	13:41	15:41	17:41
Nutfield, opp Coopers Hill Road		**11:42**	**13:42**	**15:42**	**17:42**
Bletchingley, o/s Halfway House		11:42	13:42	15:42	17:42
Bletchingley, adj Botery's Cross		11:43	13:43	15:43	17:43
Bletchingley, adj Little Common Lane		11:44	13:44	15:44	17:44
Bletchingley, opp The Whyte Hart		**11:45**	**13:45**	**15:45**	**17:45**
Bletchingley, opp Rabies Heath Road		11:46	13:46	15:46	17:46
Bletchingley, adj Chevington Villas		11:46	13:46	15:46	17:46
Godstone, opp Waterhouse Lane		11:48	13:48	15:48	17:48
Godstone, opp Godstone Green		**11:50**	**13:50**	**15:50**	**17:50**
Godstone, adj Crowhurst Mead		11:50	13:50	15:50	17:50
Godstone, opp Church Lane		11:51	13:51	15:51	17:51
Tandridge, opp Knights Garden Centre		11:52	13:52	15:52	17:52
Tandridge, adj Tandridge Hill Lane		11:53	13:53	15:53	17:53
Tandridge, opp Tandridge Lane		11:53	13:53	15:53	17:53
Old Oxted, opp Golf Club		11:55	13:55	15:55	17:55
Oxted, adj Wheeler Avenue		11:56	13:56	15:56	17:56
Oxted, Church Lane (NE-bound)		11:57	13:57	15:57	17:57
Oxted, Bluehouse Lane (E-bound)		11:57	13:57	15:57	17:57
Oxted, nr Oxted Railway Station		**11:58**	**13:58**	**15:58**	**17:58**
Oxted, o/s Council Offices		**11:59**	**13:59**	**15:59**	**17:59**
Oxted, adj Detillens Lane		12:00	14:00	16:00	18:00
Limpsfield, Wolf's Road (SW-bound)		12:02	14:02	16:02	18:02
West Heath, Pollards Wood Hill (S-bound)		12:03	14:03	16:03	18:03
Hurst Green, opp Boulthurst Way		12:05	14:05	16:05	18:05
Hurst Green, Pollards Wood Road (W-bound)		**12:06**	**14:06**	**16:06**	**18:06**
Hurst Green, opp Wolfs Wood		12:07	14:07	16:07	18:07
Hurst Green, Pollards Oak Shops (Stop A)		**12:09**	**14:09**	**16:09**	**18:09**
Hurst Green, opp St Agatha's Hall		12:09	14:09	16:09	18:09
Holland, Mill Lane (S-bound)		**12:11**	**14:11**	**16:11**	**18:11**
Holland, Warren Lane (E-bound)		12:14	14:14	16:14	18:14
Holland, adj Coldshott		**12:15**	**14:15**	**16:15**	**18:15**
Holland, opp Londis					18:15
Broadham Green, Broadham Green (W-bound)					**18:16**
Tandridge, Tandridge Lane (S-bound)					18:20
South Godstone, opp Woodlands Drive					**18:24**
South Godstone, opp Godstone Railway Station					**18:25**

South Godstone, opp RSPCA Centre		18:25
South Godstone, adj The Mount		18:26
Blindley Heath, Anglefield Corner (S-bound)		18:26
Blindley Heath, opp Byers Lane		18:26
Blindley Heath, opp Featherstone		18:27
Blindley Heath, opp St John's Church		18:27
Blindley Heath, adj Cottenhams		18:27
Blindley Heath, adj Ray Lane		**18:28**
Newchapel, adj London Temple		**18:31**
Newchapel, West Park Road (SW-bound)		18:31
Domewood, Snow Hill Crossroads (S-bound)	***arr***	**18:33**

Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

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Southdown PSV

Mondays to Fridays

Domewood, Snow Hill Crossroads (N-bound)	***dep***	**05:42**	**06:22**	**06:42**						**09:48**									
Newchapel, West Park Road (NE-bound)		05:44	06:24	06:44						09:50									
Newchapel, opp London Temple		**05:45**	**06:25**	**06:45**						**09:51**									
Blindley Heath, opp Ray Lane		**05:49**	**06:29**	**06:49**						**09:55**									
Blindley Heath, opp Cottenhams		05:49	06:29	06:49						09:55									
Blindley Heath, o/s St John's Church		05:49	06:29	06:49						09:55									
Blindley Heath, adj Featherstone		05:49	06:29	06:49						09:55									
Blindley Heath, adj Byers Lane		05:50	06:30	06:50						09:56									
Blindley Heath, Anglefield Corner (N-bound)		05:50	06:30	06:50						09:56									
South Godstone, opp The Mount		05:51	06:31	06:51						09:57									
South Godstone, o/s RSPCA Centre		05:52	06:32	06:52						09:58									
South Godstone, adj Godstone Railway Station		**05:53**	**06:33**	**06:53**						**09:59**									
South Godstone, adj Woodlands Drive		**05:54**	**06:34**	**06:54**						**10:00**									
Tandridge, Tandridge Lane (N-bound)		05:57	06:37	06:57						10:03									
Broadham Green, Broadham Green (N-bound)		**06:02**	**06:42**	**07:02**						**10:08**									
Holland, Mill Lane (S-bound)		**06:05**	**06:45**	**07:05**	**07:30**		**08:41**	**09:11**	**09:41**	**10:11**	**10:11**	**10:41**	**11:11**	**11:41**	**12:11**	**12:11**	**12:41**	**13:11**	**13:41**
Holland, Warren Lane (E-bound)		06:07	06:48	07:08	07:33		08:44	09:14	09:44	10:14	10:14	10:44	11:14	11:44	12:14	12:14	12:44	13:14	13:44
Holland, adj Coldshott		**06:08**	**06:49**	**07:09**	**07:34**	**08:08**	**08:45**	**09:15**	**09:45**	**10:15**	**10:15**	**10:45**	**11:15**	**11:45**	**12:15**	**12:15**	**12:45**	**13:15**	**13:45**
Holland, opp Londis		06:09	06:50	07:10	07:35	08:09	08:46	09:16	09:46	10:16	10:16	10:46	11:16	11:46	12:16	12:16	12:46	13:16	13:46
Hurst Green, adj St Agatha's Hall		06:10	06:51	07:11	07:36	08:10	08:47	09:17	09:47	10:17	10:17	10:47	11:17	11:47	12:17	12:17	12:47	13:17	13:47
Hurst Green, Pollards Oak Shops (Stop B)		**06:12**	**06:53**	**07:13**	**07:38**	**08:12**	**08:49**	**09:19**	**09:49**	**10:18**	**10:19**	**10:49**	**11:19**	**11:49**	**12:19**	**12:18**	**12:49**	**13:19**	**13:49**
Hurst Green, adj Wolfs Wood		06:13	06:54	07:14	07:39	08:13	08:50	09:20	09:50	10:19	10:20	10:50	11:20	11:50	12:20	12:19	12:50	13:20	13:50
Hurst Green, Chestnut Copse (E-bound)		06:13	06:54	07:14	07:39	08:14	08:50	09:20	09:50	10:19	10:20	10:50	11:20	11:50	12:20	12:19	12:50	13:20	13:50
Hurst Green, Pollards Wood Road (N-bound)		**06:15**	**06:56**	**07:16**	**07:41**	**08:16**	**08:52**	**09:22**	**09:52**	**10:21**	**10:22**	**10:52**	**11:22**	**11:52**	**12:22**	**12:21**	**12:52**	**13:22**	**13:52**
Hurst Green, adj Boulthurst Way		06:15	06:56	07:16	07:41	08:16	08:52	09:22	09:52	10:21	10:22	10:52	11:22	11:52	12:22	12:21	12:52	13:22	13:52
West Heath, Pollards Wood Hill (N-bound)		06:16	06:57	07:17	07:42	08:17	08:53	09:23	09:53	10:23	10:23	10:53	11:23	11:53	12:23	12:23	12:53	13:23	13:53
Limpsfield, Wolf's Road (NE-bound)		06:17	06:58	07:18	07:43	08:19	08:54	09:24	09:54	10:24	10:24	10:54	11:24	11:54	12:24	12:24	12:54	13:24	13:54
Oxted, opp Detillens Lane		06:18	06:59	07:19	07:44	08:20	08:55	09:25	09:55	10:26	10:25	10:55	11:25	11:55	12:25	12:26	12:55	13:25	13:55
Oxted, opp Council Offices		**06:20**	**07:01**	**07:21**	**07:46**	**08:22**	**08:57**	**09:27**	**09:57**	**10:28**	**10:27**	**10:57**	**11:27**	**11:57**	**12:27**	**12:28**	**12:57**	**13:27**	**13:57**
Oxted, adj Oxted Railway Station	***arr***	**06:22**	**07:03**	**07:23**	**07:48**	**08:25**	**08:59**	**09:29**	**09:59**	**10:30**	**10:29**	**10:59**	**11:29**	**11:59**	**12:29**	**12:30**	**12:59**	**13:29**	**13:59**
Oxted, adj Oxted Railway Station	***dep***	**06:22**	**07:03**	**07:23**	**07:48**	**08:25**	**08:59**	**09:29**	**09:59**	**10:30**	**10:29**	**10:59**	**11:29**	**11:59**	**12:29**	**12:30**	**12:59**	**13:29**	**13:59**
Oxted, Bluehouse Lane (W-bound)		06:22	07:03	07:23	07:48	08:25	08:59	09:29	09:59	10:30	10:29	10:59	11:29	11:59	12:29	12:30	12:59	13:29	13:59
Oxted, Church Lane (SW-bound)		06:22	07:04	07:24	07:49	08:25	08:59	09:29	09:59	10:30	10:29	10:59	11:29	11:59	12:29	12:30	12:59	13:29	13:59
Oxted, opp Wheeler Avenue		06:23	07:05	07:25	07:50	08:26	09:00	09:30	10:00	10:31	10:30	11:00	11:30	12:00	12:30	12:31	13:00	13:30	14:00
Old Oxted, o/s Golf Club		06:24	07:08	07:28	07:53	08:28	09:02	09:32	10:02	10:33	10:32	11:02	11:32	12:02	12:32	12:33	13:02	13:32	14:02
Tandridge, adj Tandridge Lane		06:25	07:10	07:30	07:55	08:29	09:03	09:33	10:03	10:34	10:33	11:03	11:33	12:03	12:33	12:34	13:03	13:33	14:03
Tandridge, opp Tandridge Hill Lane		06:26	07:10	07:30	07:55	08:30	09:04	09:34	10:04	10:34	10:34	11:04	11:34	12:04	12:34	12:34	13:04	13:34	14:04
Tandridge, adj Knights Garden Centre		06:27	07:12	07:32	07:57	08:31	09:05	09:35	10:05	10:35	10:35	11:05	11:35	12:05	12:35	12:35	13:05	13:35	14:05
Godstone, adj Church Lane		06:28	07:14	07:34	07:59	08:32	09:06	09:36	10:06	10:36	10:36	11:06	11:36	12:06	12:36	12:36	13:06	13:36	14:06
Godstone, opp Crowhurst Mead		06:29	07:16	07:36	08:01	08:33	09:07	09:37	10:07	10:38	10:37	11:07	11:37	12:07	12:37	12:38	13:07	13:37	14:07
Godstone, High Street (S-bound)		06:29	07:17	07:37	08:02	08:34	09:08	09:38	10:08	10:38	10:38	11:08	11:38	12:08	12:38	12:38	13:08	13:38	14:08
Godstone, adj Godstone Green		**06:30**	**07:18**	**07:38**	**08:03**	**08:35**	**09:09**	**09:39**	**10:09**	**10:39**	**10:39**	**11:09**	**11:39**	**12:09**	**12:39**	**12:39**	**13:09**	**13:39**	**14:09**

Godstone, adj Waterhouse Lane	06:31	07:19	07:40	08:05	08:37	09:10	09:40	10:10	10:40	10:40	11:10	11:40	12:10	12:40	12:40	13:10	13:40	14:10
Bletchingley, opp Chevington Villas	06:33	07:21	07:43	08:07	08:39	09:12	09:42	10:12	10:42	10:42	11:12	11:42	12:12	12:42	12:42	13:12	13:42	14:12
Bletchingley, adj Rabies Heath Road	06:34	07:22	07:45	08:08	08:40	09:13	09:43	10:13	10:43	10:43	11:13	11:43	12:13	12:43	12:43	13:13	13:43	14:13
Bletchingley, adj The Whyte Hart	**06:35**	**07:23**	**07:47**	**08:10**	**08:42**	**09:14**	**09:44**	**10:14**	**10:44**	**10:44**	**11:14**	**11:44**	**12:14**	**12:44**	**12:44**	**13:14**	**13:44**	**14:14**
Bletchingley, opp Little Common Lane	06:35	07:23	07:48	08:11	08:42	09:14	09:44	10:14	10:44	10:44	11:14	11:44	12:14	12:44	12:44	13:14	13:44	14:14
Bletchingley, opp Botery's Cross	06:36	07:24	07:48	08:12	08:43	09:15	09:45	10:15	10:45	10:45	11:15	11:45	12:15	12:45	12:45	13:15	13:45	14:15
Bletchingley, opp Halfway House	06:36	07:25	07:50	08:14	08:43	09:15	09:45	10:15	10:45	10:45	11:15	11:45	12:15	12:45	12:45	13:15	13:45	14:15
Nutfield, adj Coopers Hill Road	**06:38**	**07:27**	**07:52**	**08:17**	**08:45**	**09:17**	**09:47**	**10:17**	**10:47**	**10:47**	**11:17**	**11:47**	**12:17**	**12:47**	**12:47**	**13:17**	**13:47**	**14:17**
Nutfield, opp Memorial Hall	06:38	07:27	07:53	08:18	08:46	09:17	09:47	10:17	10:47	10:47	11:17	11:47	12:17	12:47	12:47	13:17	13:47	14:17
Nutfield, opp Cemetery	06:40	07:29	07:56	08:21	08:48	09:19	09:49	10:19	10:49	10:49	11:19	11:49	12:19	12:49	12:49	13:19	13:49	14:19
Redhill, opp Cormongers Lane	06:41	07:30	07:57	08:22	08:49	09:20	09:50	10:20	10:50	10:50	11:20	11:50	12:20	12:50	12:50	13:20	13:50	14:20
Redhill, opp Fullers Earth	06:42	07:32	08:00	08:25	08:51	09:22	09:52	10:22	10:52	10:52	11:22	11:52	12:22	12:52	12:52	13:22	13:52	14:22
Redhill, opp Oakwood Close	06:43	07:33	08:02	08:27	08:52	09:23	09:53	10:23	10:53	10:53	11:23	11:53	12:23	12:53	12:53	13:23	13:53	14:23
Redhill, adj Redhill Railway Station	06:44	07:34	08:04	08:29	08:54	09:24	09:54	10:24	10:54	10:54	11:24	11:54	12:24	12:54	12:54	13:24	13:54	14:24
Redhill, Redhill Bus Station (Stop 1)	**06:45**	**07:35**	**08:05**	**08:30**	**08:55**	**09:25**	**09:55**	**10:25**	**10:55**	**10:55**	**11:25**	**11:55**	**12:25**	**12:55**	**12:55**	**13:25**	**13:55**	**14:25**
Redhill, adj Linkfield Lane			08:10															
Redhill, Carlton Road (W-bound)			08:13															
Redhill, o/s St Bede's School *arr*			**08:20**															
Notes	[1]	[1]	[1] [SDO]	[1]	[1] [SDO]	[1]	[1]	[1]	[2]	[1]	[1]	[1]	[1]	[1]	[2]	[1]	[1]	[1]

Domewood, Snow Hill Crossroads (N-bound)	*dep*												
Newchapel, West Park Road (NE-bound)													
Newchapel, opp London Temple													
Blindley Heath, opp Ray Lane													
Blindley Heath, opp Cottenhams													
Blindley Heath, o/s St John's Church													
Blindley Heath, adj Featherstone													
Blindley Heath, adj Byers Lane													
Blindley Heath, Anglefield Corner (N-bound)													
South Godstone, opp The Mount													
South Godstone, o/s RSPCA Centre													
South Godstone, adj Godstone Railway Station													
South Godstone, adj Woodlands Drive													
Tandridge, Tandridge Lane (N-bound)													
Broadham Green, Broadham Green (N-bound)													
Holland, Mill Lane (S-bound)		**14:11**	**14:11**	**14:41**	**15:11**		**16:11**	**16:21**	**16:51**	**17:21**	**17:51**	**18:21**	
Holland, Warren Lane (E-bound)		14:14	14:14	14:44	15:14		16:14	16:24	16:54	17:24	17:54	18:24	
Holland, adj Coldshott		**14:15**	**14:15**	**14:45**	**15:15**		**16:15**	**16:25**	**16:55**	**17:25**	**17:55**	**18:25**	
Holland, opp Londis		14:16	14:16	14:46	15:16		16:16	16:26	16:56	17:26	17:56	18:26	
Hurst Green, adj St Agatha's Hall		14:17	14:17	14:47	15:17		16:17	16:27	16:57	17:27	17:57	18:27	
Hurst Green, Pollards Oak Shops (Stop B)		**14:19**	**14:18**	**14:49**	**15:19**		**16:18**	**16:29**	**16:59**	**17:29**	**17:59**	**18:29**	
Hurst Green, adj Wolfs Wood		14:20	14:19	14:50	15:20		16:19	16:30	17:00	17:30	18:00	18:30	
Hurst Green, Chestnut Copse (E-bound)		14:20	14:19	14:50	15:20		16:19	16:30	17:00	17:30	18:00	18:30	
Hurst Green, Pollards Wood Road (N-bound)		**14:22**	**14:21**	**14:52**	**15:22**		**16:21**	**16:32**	**17:02**	**17:32**	**18:02**	**18:32**	
Hurst Green, adj Boulthurst Way		14:22	14:21	14:52	15:22		16:21	16:32	17:02	17:32	18:02	18:32	
West Heath, Pollards Wood Hill (N-bound)		14:23	14:23	14:53	15:23		16:23	16:33	17:03	17:33	18:03	18:33	
Limpsfield, Wolf's Road (NE-bound)		14:24	14:24	14:54	15:24		16:24	16:34	17:04	17:34	18:04	18:34	
Oxted, opp Detillens Lane		14:25	14:26	14:55	15:25		16:26	16:35	17:05	17:35	18:05	18:35	
Oxted, opp Council Offices		**14:27**	**14:28**	**14:57**	**15:27**	**16:07**	**16:28**	**16:37**	**17:07**	**17:37**	**18:07**	**18:37**	
Oxted, adj Oxted Railway Station	***arr***	**14:29**	**14:30**	**14:59**	**15:29**	**16:09**	**16:30**	**16:39**	**17:09**	**17:39**	**18:09**	**18:39**	
Oxted, adj Oxted Railway Station	***dep***	**14:29**	**14:30**		**15:29**	**16:09**	**16:30**	**16:39**	**17:09**	**17:39**	**18:09**	**18:39**	**19:39**
Oxted, Bluehouse Lane (W-bound)		14:29	14:30		15:29	16:09	16:30	16:39	17:09	17:39	18:09	18:39	19:39
Oxted, Church Lane (SW-bound)		14:29	14:30		15:29	16:09	16:30	16:39	17:09	17:39	18:09	18:39	19:39
Oxted, opp Wheeler Avenue		14:30	14:31		15:30	16:10	16:31	16:40	17:10	17:40	18:10	18:40	19:40
Old Oxted, o/s Golf Club		14:32	14:33		15:32	16:12	16:33	16:42	17:12	17:42	18:12	18:42	19:42
Tandridge, adj Tandridge Lane		14:33	14:34		15:33	16:13	16:34	16:43	17:13	17:43	18:13	18:43	19:43
Tandridge, opp Tandridge Hill Lane		14:34	14:34		15:34	16:14	16:34	16:44	17:14	17:44	18:14	18:44	19:44
Tandridge, adj Knights Garden Centre		14:35	14:35		15:35	16:15	16:35	16:45	17:15	17:45	18:15	18:45	19:45
Godstone, adj Church Lane		14:36	14:36		15:36	16:16	16:36	16:46	17:16	17:46	18:16	18:46	19:46
Godstone, opp Crowhurst Mead		14:37	14:38		15:37	16:17	16:38	16:47	17:17	17:47	18:17	18:47	19:47
Godstone, High Street (S-bound)		14:38	14:38		15:38	16:18	16:38	16:48	17:18	17:48	18:18	18:48	19:48
Godstone, adj Godstone Green		**14:39**	**14:39**		**15:39**	**16:19**	**16:39**	**16:49**	**17:19**	**17:49**	**18:19**	**18:49**	**19:49**
Godstone, adj Waterhouse Lane		14:40	14:40		15:40	16:20	16:40	16:50	17:20	17:50	18:20	18:50	19:50
Bletchingley, opp Chevington Villas		14:42	14:42		15:42	16:22	16:42	16:52	17:22	17:52	18:22	18:52	19:52
Bletchingley, adj Rabies Heath Road		14:43	14:43		15:43	16:23	16:43	16:53	17:23	17:53	18:23	18:53	19:53
Bletchingley, adj The Whyte Hart		**14:44**	**14:44**		**15:44**	**16:24**	**16:44**	**16:54**	**17:24**	**17:54**	**18:24**	**18:54**	**19:54**
Bletchingley, opp Little Common Lane		14:44	14:44		15:44	16:24	16:44	16:54	17:24	17:54	18:24	18:54	19:54
Bletchingley, opp Botery's Cross		14:45	14:45		15:45	16:25	16:45	16:55	17:25	17:55	18:25	18:55	19:55

Bletchingley, opp Halfway House		14:45	14:45		15:45	16:25	16:45	16:55	17:25	17:55	18:25	18:55	19:55
Nutfield, adj Coopers Hill Road		**14:47**	**14:47**		**15:47**	**16:27**	**16:47**	**16:57**	**17:27**	**17:57**	**18:27**	**18:57**	**19:57**
Nutfield, opp Memorial Hall		14:47	14:47		15:47	16:27	16:47	16:57	17:27	17:57	18:27	18:57	19:57
Nutfield, opp Cemetery		14:49	14:49		15:49	16:29	16:49	16:59	17:29	17:59	18:29	18:59	19:59
Redhill, opp Cormongers Lane		14:50	14:50		15:50	16:30	16:50	17:00	17:30	18:00	18:30	19:00	20:00
Redhill, opp Fullers Earth		14:52	14:52		15:52	16:32	16:52	17:02	17:32	18:02	18:32	19:02	20:02
Redhill, opp Oakwood Close		14:53	14:53		15:53	16:33	16:53	17:03	17:33	18:03	18:33	19:03	20:03
Redhill, adj Redhill Railway Station		14:54	14:54		15:54	16:34	16:54	17:04	17:34	18:04	18:34	19:04	20:04
Redhill, Redhill Bus Station (Stop 1)		**14:55**	**14:55**		**15:55**	**16:35**	**16:55**	**17:05**	**17:35**	**18:05**	**18:35**	**19:05**	**20:05**
Redhill, adj Linkfield Lane													
Redhill, Carlton Road (W-bound)													
Redhill, o/s St Bede's School	*arr*												
Notes		[1]	[2]	[1][SDO]	[1]	[1][SDO]	[2]	[1]	[1]	[1]	[1]	[1]	[1]

[1] Runs on Mondays to Fridays
[2] Only runs on Monday, Friday
[SDO] Schooldays only
Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

410 Domewood - Redhill

Southdown PSV

Saturdays

Domewood, Snow Hill Crossroads (N-bound)	***dep***	**06:48**											
Newchapel, West Park Road (NE-bound)		06:50											
Newchapel, opp London Temple		**06:51**											
Blindley Heath, opp Ray Lane		**06:55**											
Blindley Heath, opp Cottenhams		06:55											
Blindley Heath, o/s St John's Church		06:55											
Blindley Heath, adj Featherstone		06:55											
Blindley Heath, adj Byers Lane		06:56											
Blindley Heath, Anglefield Corner (N-bound)		06:56											
South Godstone, opp The Mount		06:57											
South Godstone, o/s RSPCA Centre		06:58											
South Godstone, adj Godstone Railway Station		**06:59**											
South Godstone, adj Woodlands Drive		**07:00**											
Tandridge, Tandridge Lane (N-bound)		07:03											
Broadham Green, Broadham Green (N-bound)		**07:08**											
Holland, Mill Lane (S-bound)		**07:11**	**08:11**	**09:11**	**10:11**	**11:11**	**12:11**	**13:11**	**14:11**	**15:11**	**16:11**	**17:11**	**18:11**
Holland, Warren Lane (E-bound)		07:14	08:14	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14
Holland, adj Coldshott		**07:15**	**08:15**	**09:15**	**10:15**	**11:15**	**12:15**	**13:15**	**14:15**	**15:15**	**16:15**	**17:15**	**18:15**
Holland, opp Londis		07:16	08:16	09:16	10:16	11:16	12:16	13:16	14:16	15:16	16:16	17:16	18:16
Hurst Green, adj St Agatha's Hall		07:17	08:17	09:17	10:17	11:17	12:17	13:17	14:17	15:17	16:17	17:17	18:17
Hurst Green, Pollards Oak Shops (Stop B)		**07:19**	**08:19**	**09:19**	**10:19**	**11:19**	**12:19**	**13:19**	**14:19**	**15:19**	**16:19**	**17:19**	**18:19**
Hurst Green, adj Wolfs Wood		07:20	08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20
Hurst Green, Chestnut Copse (E-bound)		07:20	08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20
Hurst Green, Pollards Wood Road (N-bound)		**07:22**	**08:22**	**09:22**	**10:22**	**11:22**	**12:22**	**13:22**	**14:22**	**15:22**	**16:22**	**17:22**	**18:22**
Hurst Green, adj Boulthurst Way		07:22	08:22	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:22
West Heath, Pollards Wood Hill (N-bound)		07:23	08:23	09:23	10:23	11:23	12:23	13:23	14:23	15:23	16:23	17:23	18:23
Limpsfield, Wolf's Road (NE-bound)		07:24	08:24	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:24	17:24	18:24
Oxted, opp Detillens Lane		07:25	08:25	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25
Oxted, opp Council Offices		**07:27**	**08:27**	**09:27**	**10:27**	**11:27**	**12:27**	**13:27**	**14:27**	**15:27**	**16:27**	**17:27**	**18:27**
Oxted, adj Oxted Railway Station		**07:29**	**08:29**	**09:29**	**10:29**	**11:29**	**12:29**	**13:29**	**14:29**	**15:29**	**16:29**	**17:29**	**18:29**
Oxted, Bluehouse Lane (W-bound)		07:29	08:29	09:29	10:29	11:29	12:29	13:29	14:29	15:29	16:29	17:29	18:29
Oxted, Church Lane (SW-bound)		07:29	08:29	09:29	10:29	11:29	12:29	13:29	14:29	15:29	16:29	17:29	18:29
Oxted, opp Wheeler Avenue		07:30	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30
Old Oxted, o/s Golf Club		07:32	08:32	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32	18:32
Tandridge, adj Tandridge Lane		07:33	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:33	17:33	18:33
Tandridge, opp Tandridge Hill Lane		07:34	08:34	09:34	10:34	11:34	12:34	13:34	14:34	15:34	16:34	17:34	18:34
Tandridge, adj Knights Garden Centre		07:35	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35
Godstone, adj Church Lane		07:36	08:36	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:36
Godstone, opp Crowhurst Mead		07:37	08:37	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:37	17:37	18:37
Godstone, High Street (S-bound)		07:38	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:38	17:38	18:38
Godstone, adj Godstone Green		**07:39**	**08:39**	**09:39**	**10:39**	**11:39**	**12:39**	**13:39**	**14:39**	**15:39**	**16:39**	**17:39**	**18:39**
Godstone, adj Waterhouse Lane		07:40	08:40	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:40	17:40	18:40

Bletchingley, opp Chevington Villas		07:42	08:42	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:42	17:42	18:42
Bletchingley, adj Rabies Heath Road		07:43	08:43	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:43
Bletchingley, adj The Whyte Hart		**07:44**	**08:44**	**09:44**	**10:44**	**11:44**	**12:44**	**13:44**	**14:44**	**15:44**	**16:44**	**17:44**	**18:44**
Bletchingley, opp Little Common Lane		07:44	08:44	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:44	17:44	18:44
Bletchingley, opp Botery's Cross		07:45	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45
Bletchingley, opp Halfway House		07:45	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45
Nutfield, adj Coopers Hill Road		**07:47**	**08:47**	**09:47**	**10:47**	**11:47**	**12:47**	**13:47**	**14:47**	**15:47**	**16:47**	**17:47**	**18:47**
Nutfield, opp Memorial Hall		07:47	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	18:47
Nutfield, opp Cemetery		07:49	08:49	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49	17:49	18:49
Redhill, opp Cormongers Lane		07:50	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50	18:50
Redhill, opp Fullers Earth		07:52	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:52	18:52
Redhill, opp Oakwood Close		07:53	08:53	09:53	10:53	11:53	12:53	13:53	14:53	15:53	16:53	17:53	18:53
Redhill, adj Redhill Railway Station		07:54	08:54	09:54	10:54	11:54	12:54	13:54	14:54	15:54	16:54	17:54	18:54
Redhill, Redhill Bus Station (Stop 1)	***arr***	**07:55**	**08:55**	**09:55**	**10:55**	**11:55**	**12:55**	**13:55**	**14:55**	**15:55**	**16:55**	**17:55**	**18:55**

Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

410 Domewood - Redhill

Southdown PSV

Sundays

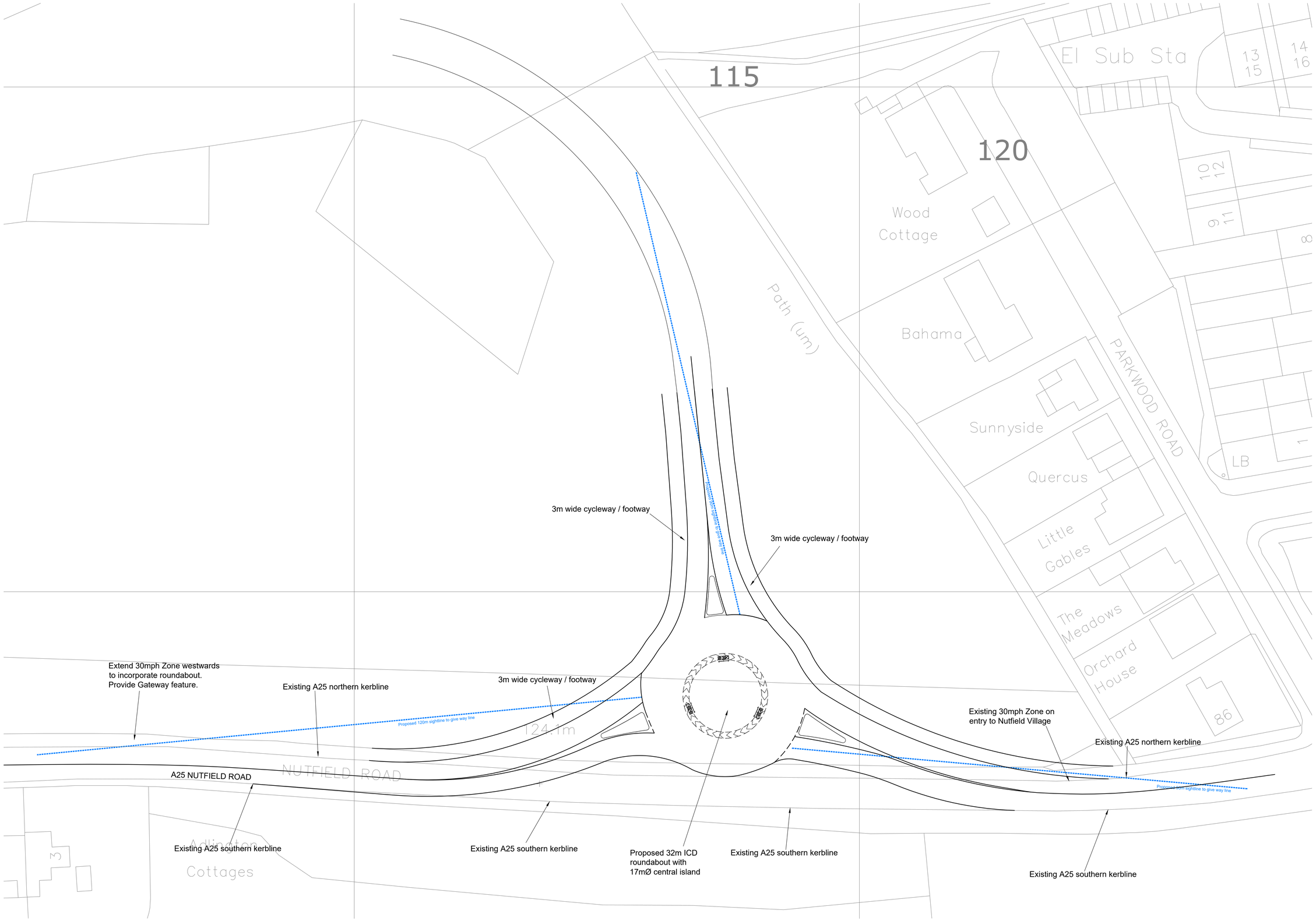
Domewood, Snow Hill Crossroads (N-bound)	***dep***	**09:48**			
Newchapel, West Park Road (NE-bound)		09:50			
Newchapel, opp London Temple		**09:51**			
Blindley Heath, opp Ray Lane		**09:55**			
Blindley Heath, opp Cottenhams		09:55			
Blindley Heath, o/s St John's Church		09:55			
Blindley Heath, adj Featherstone		09:55			
Blindley Heath, adj Byers Lane		09:56			
Blindley Heath, Anglefield Corner (N-bound)		09:56			
South Godstone, opp The Mount		09:57			
South Godstone, o/s RSPCA Centre		09:58			
South Godstone, adj Godstone Railway Station		**09:59**			
South Godstone, adj Woodlands Drive		**10:00**			
Tandridge, Tandridge Lane (N-bound)		10:03			
Broadham Green, Broadham Green (N-bound)		**10:08**			
Holland, Mill Lane (S-bound)		**10:11**	**12:11**	**14:11**	**16:11**
Holland, Warren Lane (E-bound)		10:14	12:14	14:14	16:14
Holland, adj Coldshott		**10:15**	**12:15**	**14:15**	**16:15**
Holland, opp Londis		10:16	12:16	14:16	16:16
Hurst Green, adj St Agatha's Hall		10:17	12:17	14:17	16:17
Hurst Green, Pollards Oak Shops (Stop B)		**10:18**	**12:18**	**14:18**	**16:18**
Hurst Green, adj Wolfs Wood		10:19	12:19	14:19	16:19
Hurst Green, Chestnut Copse (E-bound)		10:19	12:19	14:19	16:19
Hurst Green, Pollards Wood Road (N-bound)		**10:21**	**12:21**	**14:21**	**16:21**
Hurst Green, adj Boulthurst Way		10:21	12:21	14:21	16:21
West Heath, Pollards Wood Hill (N-bound)		10:23	12:23	14:23	16:23
Limpsfield, Wolf's Road (NE-bound)		10:24	12:24	14:24	16:24
Oxted, opp Detillens Lane		10:26	12:26	14:26	16:26
Oxted, opp Council Offices		**10:28**	**12:28**	**14:28**	**16:28**
Oxted, adj Oxted Railway Station		**10:30**	**12:30**	**14:30**	**16:30**
Oxted, Bluehouse Lane (W-bound)		10:30	12:30	14:30	16:30
Oxted, Church Lane (SW-bound)		10:30	12:30	14:30	16:30
Oxted, opp Wheeler Avenue		10:31	12:31	14:31	16:31
Old Oxted, o/s Golf Club		10:33	12:33	14:33	16:33
Tandridge, adj Tandridge Lane		10:34	12:34	14:34	16:34
Tandridge, opp Tandridge Hill Lane		10:34	12:34	14:34	16:34
Tandridge, adj Knights Garden Centre		10:35	12:35	14:35	16:35
Godstone, adj Church Lane		10:36	12:36	14:36	16:36
Godstone, opp Crowhurst Mead		10:38	12:38	14:38	16:38
Godstone, High Street (S-bound)		10:38	12:38	14:38	16:38
Godstone, adj Godstone Green		**10:39**	**12:39**	**14:39**	**16:39**
Godstone, adj Waterhouse Lane		10:40	12:40	14:40	16:40

Bletchingley, opp Chevington Villas		10:42	12:42	14:42	16:42
Bletchingley, adj Rabies Heath Road		10:43	12:43	14:43	16:43
Bletchingley, adj The Whyte Hart		**10:44**	**12:44**	**14:44**	**16:44**
Bletchingley, opp Little Common Lane		10:44	12:44	14:44	16:44
Bletchingley, opp Botery's Cross		10:45	12:45	14:45	16:45
Bletchingley, opp Halfway House		10:45	12:45	14:45	16:45
Nutfield, adj Coopers Hill Road		**10:47**	**12:47**	**14:47**	**16:47**
Nutfield, opp Memorial Hall		10:47	12:47	14:47	16:47
Nutfield, opp Cemetery		10:49	12:49	14:49	16:49
Redhill, opp Cormongers Lane		10:50	12:50	14:50	16:50
Redhill, opp Fullers Earth		10:52	12:52	14:52	16:52
Redhill, opp Oakwood Close		10:53	12:53	14:53	16:53
Redhill, adj Redhill Railway Station		10:54	12:54	14:54	16:54
Redhill, Redhill Bus Station (Stop 1)	***arr***	**10:55**	**12:55**	**14:55**	**16:55**

Compiled from data for the period Tue 03-Nov-2020 to Mon 09-Nov-2020. Times not in bold are estimated by using the distance between the stops.

Appendix G

Proposed A25 Roundabout Access



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REV.	REVISION NOTE/COMMENT					
	DRW BY	DATE	CCK BY	DATE	APP BY	DATE
P3	ROUNDABOUT MOVED FURTHER NORTH					
	JH	07.05.21	CV	07.05.21	CV	07.05.21
P2	ROUNDABOUT MOVED NORTH					
	JH	12.02.21	CV	12.02.21	CV	12.02.21
P1	INITIAL ISSUE.					
	JH	22.01.1	CV	22.01.21	CV	21.01.21

Revisions

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Client
Nutfield Park Developments

Project
NUTFIELD GREEN PARK
A25 NUTFIELD ROAD ACCESS

Drawing
PROPOSED SITE ACCESS,
OPTION 1, 32m ICD COMPACT
ROUNDABOUT

Scales 1:250 At original size A0

Drawn JH
Date DEC 2020
Checked

Status PRELIMINARY

Drawing No. A20255/104 Rev. P2

Appendix H

Road Safety Audit

Laurence Shaw
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Traffic Engineering Consultants

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PATRICK PARSONS LTD

PROPOSED 32M ICD ROUNDABOUT
A25 NUTFIELD ROAD

ROAD SAFETY AUDIT STAGE 1
MARCH 2021

CONTENTS

		Page No.
1.	Introduction	2
2.	Issues arising from this Stage 1 Road Safety Audit	4
3.	Audit Team Statement	6

Appendix

A.	Schedule of Documents Examined
B.	Annotated Drawings

1.0 INTRODUCTION

1.1 This report presents the findings of a Stage 1 Road Safety Audit into the proposed 32m ICD Roundabout on the A25 at Nutfield Road, Nutfield, Surrey.

1.2 This Audit was carried out at the request of the designer Mr Chris Vaughan of Patrick Parsons Ltd. and the Audit Team has acted independently of the Design Team and has had no prior involvement in the project.

1.3 The Audit Team was agreed by Mr Vaughan and the Overseeing Organisation is Surrey CC, Highways.

1.4 This Audit comprised a site visit and an examination of the documents listed in Appendix A. The site visit was carried out on Thursday 18th March 2021 in daylight. The visit occurred between the hours of 12:00 – 12:30 and during the visit the weather was dry with good visibility, traffic flows were low and record photographs were taken during the inspection.

1.5 The Audit Team membership was as follows:

Laurence Shaw, MCHIT MSoRSA Cert Comp	Team Leader
G Holland, FIHE, FSoRSA, Cert Comp, AMRSGB, RegRSA[IHE])	Team Member

1.6 The terms of reference of this Audit are described in the Design Manual for Roads and Bridges Volume 5, Section 2, Part 2 GG 119. The audit team has only reported on the road safety implications of the existing and proposed facilities and has not examined or verified the compliance of the design or any other criteria.

1.7 The works to be included in the audit are a 32m ICD three arm roundabout with 12m central island. Also included for audit is the provision of widened 3m wide cycleway/footways on the north side of the A25 for the extent of the scheme, connecting to the proposed new access northern arm a new cycle path route bypassing the southern side of the proposed roundabout.

1.8 A25 Nutfield Road has a 40mph speed limit which currently changes to 30mph just east of the proposed roundabout but there is not a system of street lighting in the vicinity of the proposed roundabout.

1.9 This is a Stage 1 Road Safety Audit and it has been noted that details of drainage, landscaping, street lighting, bollards and signing, etc. are not included in the information provided to the Audit Team and that any such information will be provided to the Audit Team at Stage 2 RSA unless a problem is noted as a result of the site inspection.

1.10 All comments and recommendations are referenced to the design drawings and the locations have been indicated on the plans supplied with the Audit Brief, annotated copies of which are attached to this report.

1.11 No departures from standard have been advised to the Auditor by the design team.

1.12 This road safety audit has been prepared in accordance with the instructions, and for the specific use, of Patrick Parsons Ltd and their clients. The authors shall not be liable for the information contained in this report if used for any purpose other than that for which it was provided in connection with their appointment as road safety auditors.

1.13 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

2.0 ISSUES ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

2.1 Problem

Location: Proposed Roundabout, east to west traffic stream

Summary: Risk of give-way line overshoot collisions, due to lack of deflection at roundabout.

The flared single lane approach to the roundabout from the east in combination with a wide circulating carriageway offers little deflection to the path of a vehicle following the A25 route through the junction from east to west. The lack of deflection would encourage higher speeds through the junction, potentially increasing the risk of give-way line overshoot, side impact, type collisions. Traffic volume data has not been provided and the scale and nature of the proposed development is not known to the Auditors at this design stage.

Recommendation

The roundabout design criteria should be reviewed in context with traffic volume throughput and anticipated turning volumes. The deflection for east to west movements entering the roundabout needs improvement.

2.2 Problem

Location: Proposed Roundabout, facilities for cyclists to bypass the junction

Summary: Risk vehicle/cycle collisions, due to angled exit and entry to carriageway for cyclists.

The illustration of a cycle path on the south side of the roundabout, for east to west bound cyclists to bypass the junction, includes long, angled, carriageway exit and entry points. Transition from carriageway to cycle path via an acute angle, flush kerbed and ramped exit may destabilise cyclists, increasing the risk of vehicle/cycle collisions. The re-entry of cyclists from the path to the carriageway on the west side of the roundabout is at such an angle that cyclists may be unaware of vehicles exiting the roundabout, again increasing the risk of vehicle/cycle collisions.

Recommendation

If a bypass route is to be provided for cyclists, then the exit and entry from/to the carriageway should be so designed as to separate the cycle route in advance of the roundabout, for example by introducing a length of mandatory cycle lane, and then also protecting cyclists as they re-join the carriageway again at a safe location beyond the roundabout.

3.0 AUDIT TEAM STATEMENT

ROAD SAFETY AUDIT STAGE 1

We certify that this audit has been carried out in accordance with GG119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges.

.

Audit Team Leader

L. E. Shaw, MCIHT, MSoRSA
Senior Associate
Laurence Shaw Associates
1 Dyke Close
Poynings
West Sussex
BN45 7BB

Signed L E Shaw

Date 29th March 2021

Audit Team Member

G Holland, FIHE, FSoRSA, Cert Comp,
AMRSGB, RegRSA[IHE])

Signed Gregg Holland.

Date 29th March 2021

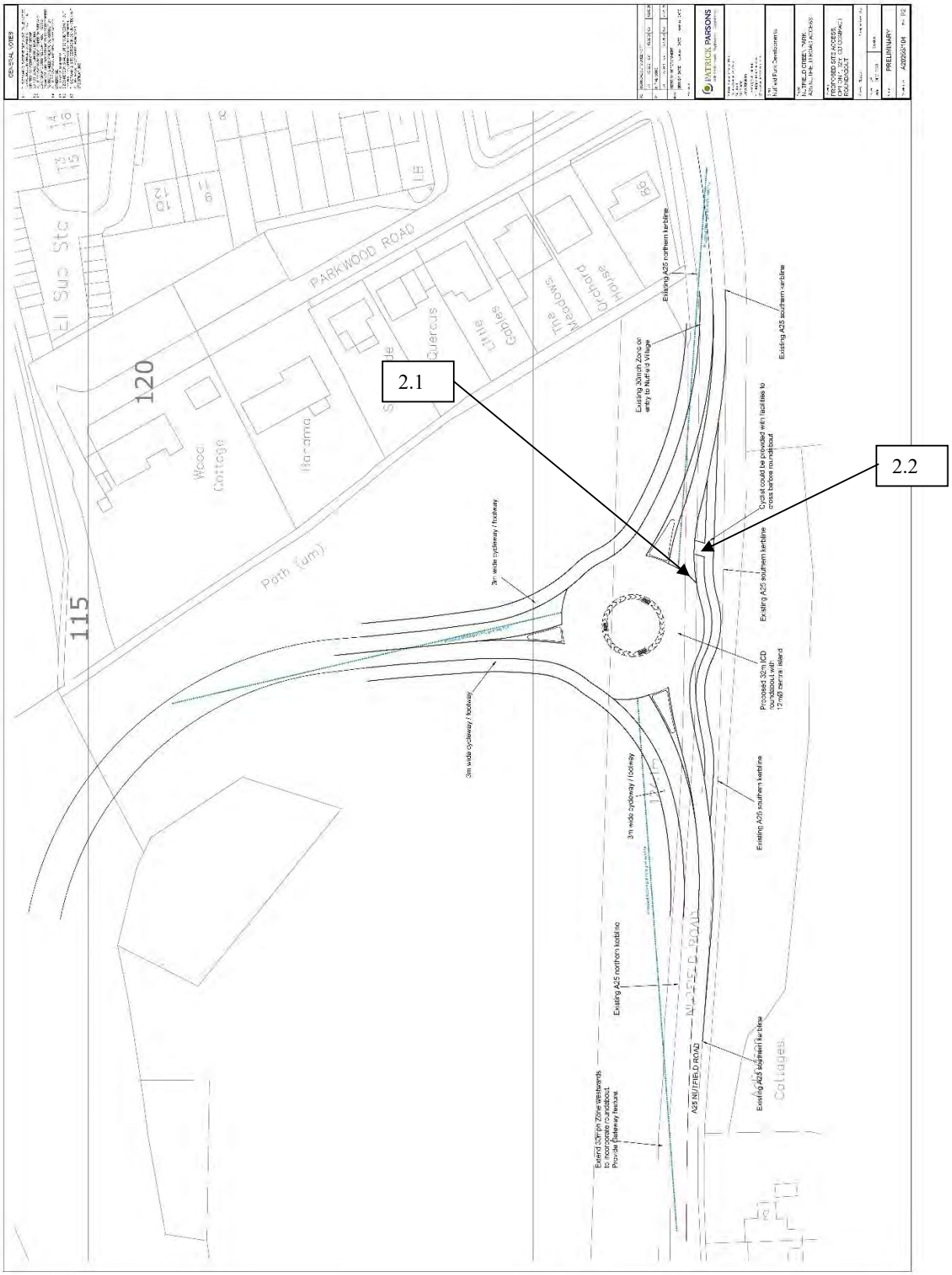
APPENDIX A

Schedule of documents examined

Drawing No.	Rev	Title	Description	Scale
A20255/104	P2	Nutfield Green Park A25 Nutfield Road Access	Proposed Site Access Option 1 32m ICD Compact Roundabout	1:250 @ A0

APPENDIX B

SCHEME DRAWING



Appendix J

Designers Response

PATRICK PARSONS

STAGE 1 DESIGNER'S RESPONSE

For the development of Nutfield Green Park, A25, Redhill, Surrey

for

Nutfield Park (Developments) Ltd

A20255

May 2021

V1.0

STAGE 1 DESIGNER'S RESPONSE

For the development of Nutfield Green Park, A25, Redhill, Surrey

for

Nutfield Park (Developments) Ltd

Revision	Date of issue	Comments	Prepared By	Checked By
1.0	07.05.21	First Issue	JBr	CV

Should you have any queries relating to this document please contact:

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PATRICK PARSONS

Contents

1.0 Introduction 1
2.0 Review of Safety Audit Comments and Designers Response 2
3.0 Subsequent Actions 4

Appendix A

A Stage 1 Road Safety Audit Report by Laurence Shaw Associates

1.0 Introduction, Project details and Key personnel

1.1 This Designer's Response has been produced by Patrick Parsons, following the Stage 1 Road Safety Audit, undertaken by Laurence Shaw Associates on 18th March 2021, for the proposed access arrangements at A25, Nutfield. The proposed development is for the construction mixed-use development at Land to the North of A25, Nutfield Road. A copy of the Stage 1 Road Safety Audit Report is shown in **Appendix A**.

1.2 This Designers Response has been produced in accordance with GG 119. A summary of the project details is shown in **Table 1.1** below.

Table 1.1 - Project Details

Report title:	**Stage 1 Designers Response**
Date:	**29.03.21**
Document reference and revision:	**Stage 1 Designers Response V1.0**
Prepared by:	**Patrick Parsons**
On behalf of:	**East Sussex County Council**

1.3 The key personnel involved in the Audit, design team and Highway Authority are provided in **Table 1.2** below.

Table 1.2 - Key Personnel

Overseeing Organisation:	**Surrey County Council**
RSA Team:	**Laurence Shaw, Laurence Shaw Associates**
Design Organisation:	**Chris Vaughan, Patrick Parsons**

2.0 Review of Safety Audit Comments and Designers Response

PROBLEM 2.1 -
Location: Proposed Roundabout, east to west traffic **Summary**: Risk of give-way line overshoot collisions, due to lack of deflection at roundabout. The flared single lane approach to the roundabout from the east in combination with a wide circulating carriageway offers little deflection to the path of a vehicle following the A25 route through the junction from east to west. The lack of deflection would encourage higher speeds through the junction, potentially increasing the risk of give-way line overshoot, side impact, type collisions. Traffic volume data has not been provided and the scale and nature of the proposed development is not known to the Auditors at this design stage. **RSA RECOMMENDATION** The roundabout design criteria should be reviewed in context with traffic volume throughput and anticipated turning volumes. The deflection for east to west movements entering the roundabout needs improvement.
DESIGNERS ORGANISATION RESPONSE
Based on the above comments the proposed roundabout has been slid northwards to achieve improved deflection on the westbound approach. Furthermore, the central roundabout island has been enlarged to 17m to narrow the running lanes and slow traffic.
OVERSEEING ORGANISATION RESPONSE
AGREED RSA ACTION
PROBLEM 2.2
Location: Proposed Roundabout, facilities for cyclists to bypass the junction **Summary**: Risk of vehicle/cycle collisions, due to angled exit and entry to carriageway for cyclists of vehicle/pedestrian collisions. The illustration of a cycle path on the south side of the roundabout, for east to west bound cyclists to bypass the junction, includes long, angled, carriageway exit and entry points. Transition from carriageway to cycle path via an acute angle, flush kerbed and ramped exit may destabilise cyclists, increasing the risk of vehicle/cycle collisions. The re-entry of cyclists from the path to the carriageway

on the west side of the roundabout is at such an angle that cyclists may be unaware of vehicles exiting the roundabout, again increasing the risk of vehicle/cycle collision. **RSA RECOMMENDATION** If a bypass route is to be provided for cyclists, then the exit and entry from/to the carriageway should be so designed as to separate the cycle route in advance of the roundabout, for example by introducing a length of mandatory cycle lane, and then also protecting cyclists as they re-join the carriageway again at a safe location beyond the roundabout
DESIGNERS ORGANISATION RESPONSE
Bypass route for cyclist has been removed from the scheme
OVERSEEING ORGANISATION RESPONSE
AGREED RSA ACTION

3.0 Subsequent Actions

3.1 The contents of this report need to be reviewed in discussion with Surrey County Council.

Table 3.1 - Design organisation statement

On behalf of the design organisation I certify that: **1) The RSA actions in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**	
Name:	**Chris Vaughan**
Signed:	C. Vaughan
Position:	**Principal Engineer**
Organisation:	**Patrick Parsons**
Date:	**07.05.21**

Table 3.2 - Overseeing Organisation statement

On behalf of the Overseing Organisation I certify that: **1) The RSA actions in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) They agreed RSA actions will be progressed**	
Name:	**Angela Goddard**
Signed:	
Position:	**Highways Planning Officer**
Organisation:	**Surrey County Council**
Date:	

Appendix A

Stage 1 Road Safety Audit Report by Laurence Shaw Associates

Laurence Shaw
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Traffic Engineering Consultants

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PATRICK PARSONS LTD

PROPOSED 32M ICD ROUNDABOUT
A25 NUTFIELD ROAD

ROAD SAFETY AUDIT STAGE 1
MARCH 2021

CONTENTS

		Page No.
1.	Introduction	2
2.	Issues arising from this Stage 1 Road Safety Audit	4
3.	Audit Team Statement	6

Appendix

A.	Schedule of Documents Examined
B.	Annotated Drawings

1.0 INTRODUCTION

1.1 This report presents the findings of a Stage 1 Road Safety Audit into the proposed 32m ICD Roundabout on the A25 at Nutfield Road, Nutfield, Surrey.

1.2 This Audit was carried out at the request of the designer Mr Chris Vaughan of Patrick Parsons Ltd. and the Audit Team has acted independently of the Design Team and has had no prior involvement in the project.

1.3 The Audit Team was agreed by Mr Vaughan and the Overseeing Organisation is Surrey CC, Highways.

1.4 This Audit comprised a site visit and an examination of the documents listed in Appendix A. The site visit was carried out on Thursday 18th March 2021 in daylight. The visit occurred between the hours of 12:00 – 12:30 and during the visit the weather was dry with good visibility, traffic flows were low and record photographs were taken during the inspection.

1.5 The Audit Team membership was as follows:

Laurence Shaw, MCHIT MSoRSA Cert Comp	Team Leader
G Holland, FIHE, FSoRSA, Cert Comp, AMRSGB, RegRSA[IHE])	Team Member

1.6 The terms of reference of this Audit are described in the Design Manual for Roads and Bridges Volume 5, Section 2, Part 2 GG 119. The audit team has only reported on the road safety implications of the existing and proposed facilities and has not examined or verified the compliance of the design or any other criteria.

1.7 The works to be included in the audit are a 32m ICD three arm roundabout with 12m central island. Also included for audit is the provision of widened 3m wide cycleway/footways on the north side of the A25 for the extent of the scheme, connecting to the proposed new access northern arm a new cycle path route bypassing the southern side of the proposed roundabout.

1.8 A25 Nutfield Road has a 40mph speed limit which currently changes to 30mph just east of the proposed roundabout but there is not a system of street lighting in the vicinity of the proposed roundabout.

1.9 This is a Stage 1 Road Safety Audit and it has been noted that details of drainage, landscaping, street lighting, bollards and signing, etc. are not included in the information provided to the Audit Team and that any such information will be provided to the Audit Team at Stage 2 RSA unless a problem is noted as a result of the site inspection.

1.10 All comments and recommendations are referenced to the design drawings and the locations have been indicated on the plans supplied with the Audit Brief, annotated copies of which are attached to this report.

1.11 No departures from standard have been advised to the Auditor by the design team.

1.12 This road safety audit has been prepared in accordance with the instructions, and for the specific use, of Patrick Parsons Ltd and their clients. The authors shall not be liable for the information contained in this report if used for any purpose other than that for which it was provided in connection with their appointment as road safety auditors.

1.13 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

2.0 ISSUES ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

2.1 Problem

Location: Proposed Roundabout, east to west traffic stream

Summary: Risk of give-way line overshoot collisions, due to lack of deflection at roundabout.

The flared single lane approach to the roundabout from the east in combination with a wide circulating carriageway offers little deflection to the path of a vehicle following the A25 route through the junction from east to west. The lack of deflection would encourage higher speeds through the junction, potentially increasing the risk of give-way line overshoot, side impact, type collisions. Traffic volume data has not been provided and the scale and nature of the proposed development is not known to the Auditors at this design stage.

Recommendation

The roundabout design criteria should be reviewed in context with traffic volume throughput and anticipated turning volumes. The deflection for east to west movements entering the roundabout needs improvement.

2.2 Problem

Location: Proposed Roundabout, facilities for cyclists to bypass the junction

Summary: Risk vehicle/cycle collisions, due to angled exit and entry to carriageway for cyclists.

The illustration of a cycle path on the south side of the roundabout, for east to west bound cyclists to bypass the junction, includes long, angled, carriageway exit and entry points. Transition from carriageway to cycle path via an acute angle, flush kerbed and ramped exit may destabilise cyclists, increasing the risk of vehicle/cycle collisions. The re-entry of cyclists from the path to the carriageway on the west side of the roundabout is at such an angle that cyclists may be unaware of vehicles exiting the roundabout, again increasing the risk of vehicle/cycle collisions.

Recommendation

If a bypass route is to be provided for cyclists, then the exit and entry from/to the carriageway should be so designed as to separate the cycle route in advance of the roundabout, for example by introducing a length of mandatory cycle lane, and then also protecting cyclists as they re-join the carriageway again at a safe location beyond the roundabout.

3.0 AUDIT TEAM STATEMENT

ROAD SAFETY AUDIT STAGE 1

We certify that this audit has been carried out in accordance with GG119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges.

.

Audit Team Leader

L. E. Shaw, MCIHT, MSoRSA
Senior Associate
Laurence Shaw Associates
1 Dyke Close
Poynings
West Sussex
BN45 7BB

Signed L E Shaw

Date 29th March 2021

Audit Team Member

G Holland, FIHE, FSoRSA, Cert Comp,
AMRSGB, RegRSA[IHE])

Signed Gregg Holland.

Date 29th March 2021

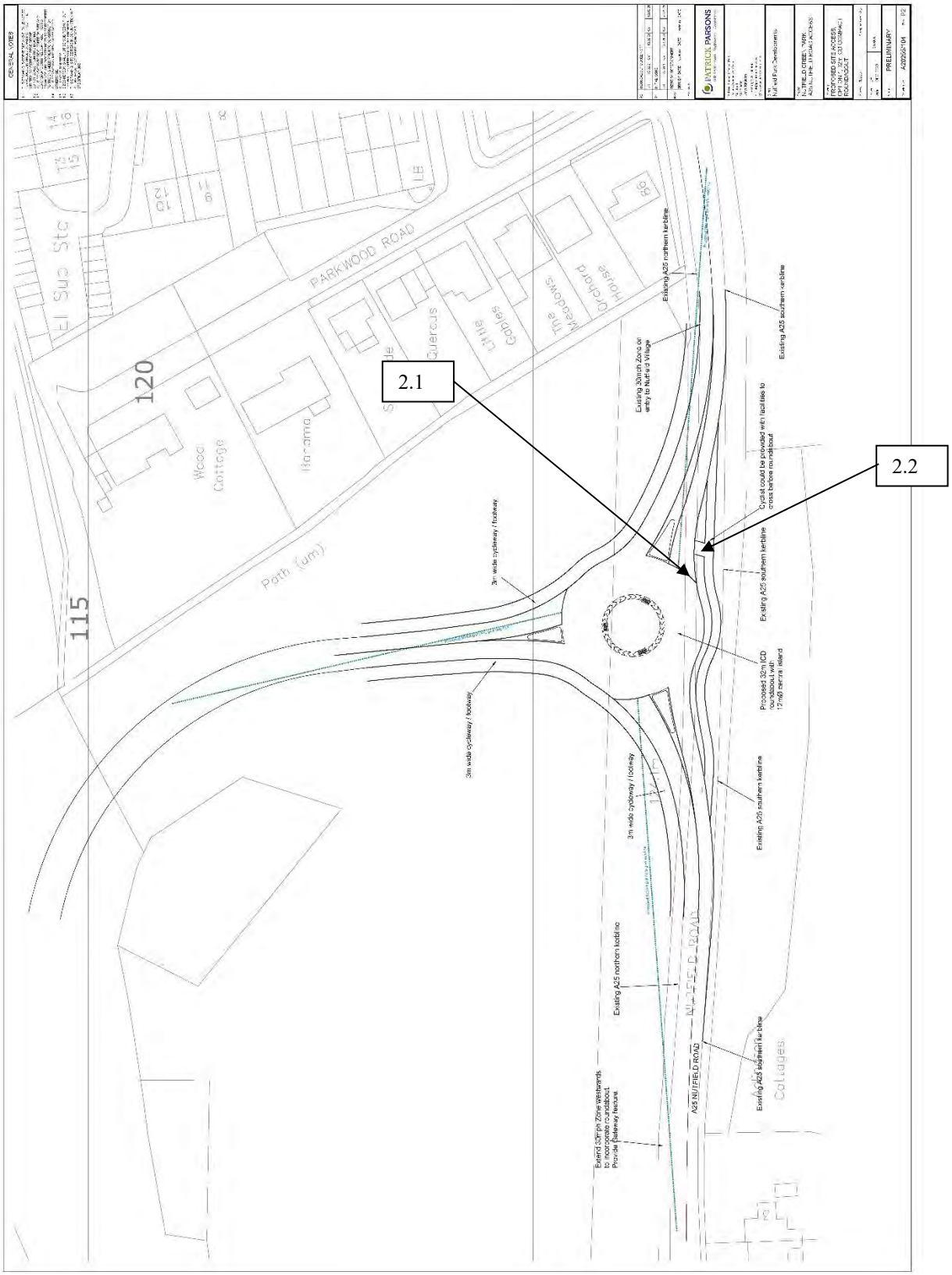
APPENDIX A

Schedule of documents examined

Drawing No.	Rev	Title	Description	Scale
A20255/104	P2	Nutfield Green Park A25 Nutfield Road Access	Proposed Site Access Option 1 32m ICD Compact Roundabout	1:250 @ A0

APPENDIX B

SCHEME DRAWING



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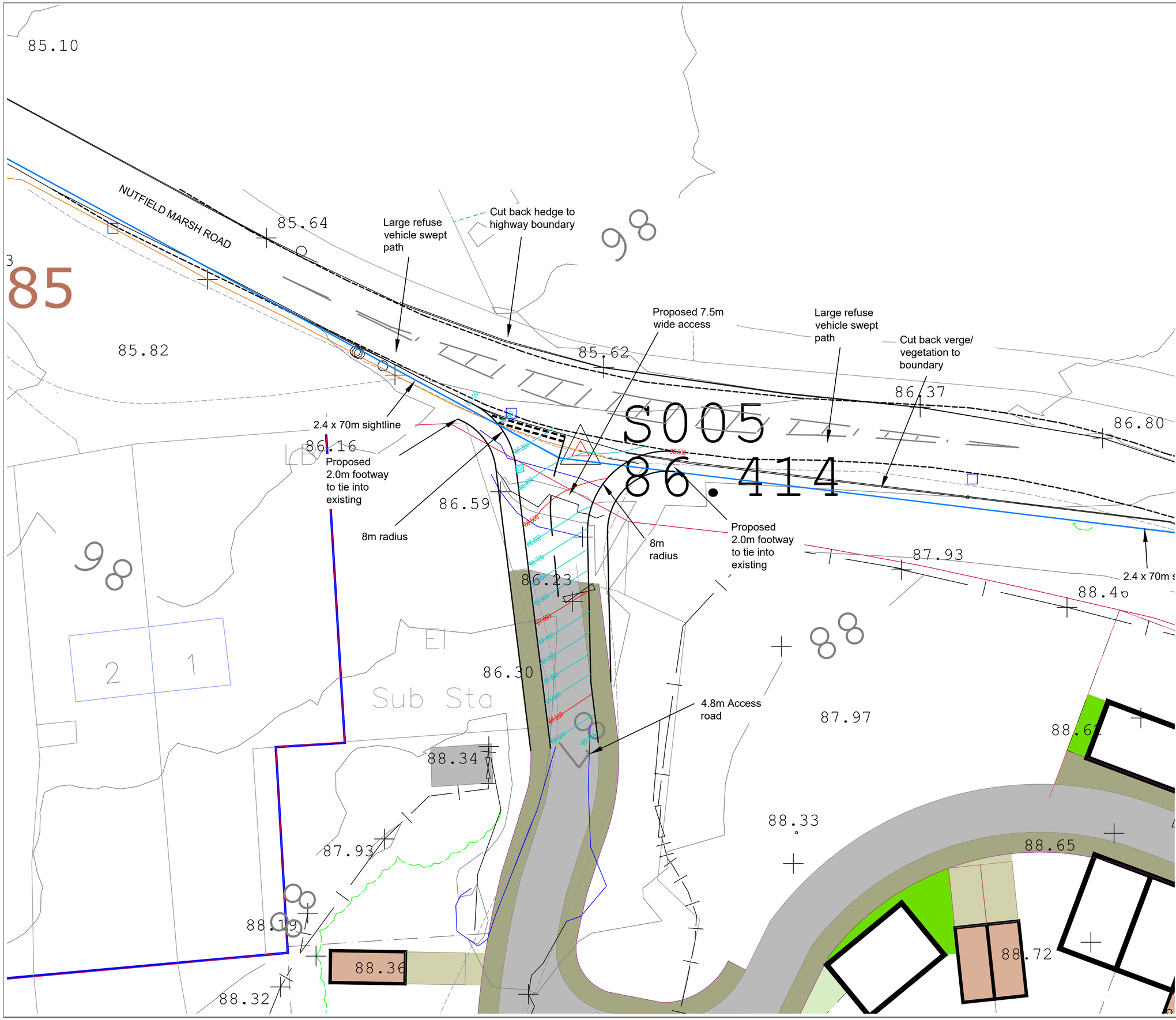
Appendix K

Proposed Nutfield Marsh Road Access



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	DRW BY	DATE	CCK BY	DATE	APP BY	DATE
P1	INITIAL ISSUE.					
	JH	17.12.20	CV	17.12.20	CV	17.12.20

Revisions

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Client
Nutfield Park Developments Ltd.

Project
NUTFIELD GREEN PARK
NUTFIELD MARSH ROAD

Drawing
PROPOSED ACCESS
GENERAL ARRANGEMENT

Scales 1:250 At original size A2

Drawn JH
Date NOV 2020
Checked CV

Status PRELIMINARY

Drawing No. A20255-102 Rev. P1

Appendix K

TRICS Data

Calculation Reference: AUDIT-759101-201104-1117

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	3 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	3 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 151 to 363 (units:)
Range Selected by User: 142 to 760 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 23/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	1 days
Wednesday	2 days
Thursday	3 days
Friday	1 days
Sunday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	1 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	9
Village	2
Out of Town	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
20,001 to 25,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	9 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	7 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	12 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

2 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

3 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

4 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

5 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

6 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

7 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

8 NF-03-A-07 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 297
Survey date: SUNDAY *22/09/19* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

9	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		207	
	Survey date: MONDAY		*01/04/19*	*Survey Type: MANUAL*
10	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		151	
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
11	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		180	
	Survey date: THURSDAY		*19/04/18*	*Survey Type: MANUAL*
12	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		197	
	Survey date: THURSDAY		*05/07/18*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	225	0.069	12	225	0.272	12	225	0.341
08:00 - 09:00	12	225	0.134	12	225	0.354	12	225	0.488
09:00 - 10:00	12	225	0.145	12	225	0.191	12	225	0.336
10:00 - 11:00	12	225	0.131	12	225	0.168	12	225	0.299
11:00 - 12:00	12	225	0.142	12	225	0.161	12	225	0.303
12:00 - 13:00	12	225	0.163	12	225	0.156	12	225	0.319
13:00 - 14:00	12	225	0.172	12	225	0.161	12	225	0.333
14:00 - 15:00	12	225	0.189	12	225	0.205	12	225	0.394
15:00 - 16:00	12	225	0.267	12	225	0.172	12	225	0.439
16:00 - 17:00	12	225	0.285	12	225	0.157	12	225	0.442
17:00 - 18:00	12	225	0.337	12	225	0.158	12	225	0.495
18:00 - 19:00	12	225	0.298	12	225	0.186	12	225	0.484
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.332			2.341			4.673

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	151 - 363 (units:)
Survey date date range:	01/01/12 - 23/09/19
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 500 to 1136 (units: sqm)
Range Selected by User: 500 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 10/10/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	3
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A3	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CH-06-B-01 BBQ RESTAURANT CHESHIRE
SOUTERS LANE
CHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 500 sqm
Survey date: TUESDAY 11/11/14 Survey Type: MANUAL

2 DC-06-B-02 PREZZO DORSET
HIGH WEST STREET
DORCHESTER

Town Centre
High Street
Total Gross floor area: 525 sqm
Survey date: FRIDAY 16/09/16 Survey Type: MANUAL

3 LN-06-B-01 PREZZO LINCOLNSHIRE
BRAYFORD WHARF NORTH
LINCOLN
BRAYFORD WHARF
Edge of Town Centre
Development Zone
Total Gross floor area: 1136 sqm
Survey date: TUESDAY 10/10/17 Survey Type: MANUAL

4 WM-06-B-05 AKBARS WEST MIDLANDS
THE BUTTS
COVENTRY

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 600 sqm
Survey date: THURSDAY 17/11/16 Survey Type: MANUAL

5 WY-06-B-01 CHINESE RESTAURANT WEST YORKSHIRE
BINGLEY STREET
LEEDS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 950 sqm
Survey date: MONDAY 19/10/15 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.211	1	950	0.211	1	950	0.422
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	513	1.171	2	513	0.878	2	513	2.049
11:00 - 12:00	4	778	0.868	4	778	0.482	4	778	1.350
12:00 - 13:00	4	778	1.318	4	778	0.321	4	778	1.639
13:00 - 14:00	4	778	1.414	4	778	1.221	4	778	2.635
14:00 - 15:00	4	778	0.932	4	778	1.511	4	778	2.443
15:00 - 16:00	4	778	0.418	4	778	0.771	4	778	1.189
16:00 - 17:00	5	742	0.755	5	742	0.431	5	742	1.186
17:00 - 18:00	5	742	1.186	5	742	0.431	5	742	1.617
18:00 - 19:00	5	742	2.290	5	742	1.320	5	742	3.610
19:00 - 20:00	5	742	2.237	5	742	1.832	5	742	4.069
20:00 - 21:00	5	742	0.997	5	742	2.290	5	742	3.287
21:00 - 22:00	5	742	0.512	5	742	1.536	5	742	2.048
22:00 - 23:00	5	742	0.404	5	742	1.267	5	742	1.671
23:00 - 24:00	5	742	0.296	5	742	0.566	5	742	0.862
Total Rates:			15.009			15.068			30.077

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	500 - 1136 (units: sqm)
Survey date date range:	01/01/12 - 10/10/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-759101-201124-1138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
	KI	KINGSTON	1 days
02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	WG	WOKINGHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
Actual Range: 42 to 89 (units:)
Range Selected by User: 17 to 120 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 05/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	3 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
Out of Town	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C2	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 EN-05-F-02 CARE HOME ENFIELD
CLAY HILL
ENFIELD

Edge of Town
Out of Town
Total Number of residents: 60
Survey date: THURSDAY 17/11/16 Survey Type: MANUAL

2 HC-05-F-01 CARE HOME HAMPSHIRE
BOTLEY ROAD
SOUTHAMPTON

Edge of Town
No Sub Category
Total Number of residents: 42
Survey date: TUESDAY 24/11/15 Survey Type: MANUAL

3 KI-05-F-01 NURSING HOME KINGSTON
COOMBE LANE WEST
KINGSTON UPON THAMES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 89
Survey date: TUESDAY 05/11/19 Survey Type: MANUAL

4 WG-05-F-01 NURSING HOME WOKINGHAM
BARKHAM ROAD
WOKINGHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 58
Survey date: TUESDAY 20/11/12 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EN-05-F-01	low parking
IS-05-F-01	low parking

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	62	0.145	4	62	0.060	4	62	0.205
08:00 - 09:00	4	62	0.096	4	62	0.088	4	62	0.184
09:00 - 10:00	4	62	0.108	4	62	0.072	4	62	0.180
10:00 - 11:00	4	62	0.145	4	62	0.080	4	62	0.225
11:00 - 12:00	4	62	0.068	4	62	0.068	4	62	0.136
12:00 - 13:00	4	62	0.112	4	62	0.141	4	62	0.253
13:00 - 14:00	4	62	0.137	4	62	0.096	4	62	0.233
14:00 - 15:00	4	62	0.100	4	62	0.120	4	62	0.220
15:00 - 16:00	4	62	0.112	4	62	0.173	4	62	0.285
16:00 - 17:00	4	62	0.028	4	62	0.092	4	62	0.120
17:00 - 18:00	4	62	0.040	4	62	0.080	4	62	0.120
18:00 - 19:00	4	62	0.052	4	62	0.060	4	62	0.112
19:00 - 20:00	4	62	0.028	4	62	0.032	4	62	0.060
20:00 - 21:00	4	62	0.076	4	62	0.060	4	62	0.136
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.247			1.222			2.469

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	42 - 89 (units:)
Survey date date range:	01/01/12 - 05/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	62	0.000	4	62	0.000	4	62	0.000
08:00 - 09:00	4	62	0.004	4	62	0.004	4	62	0.008
09:00 - 10:00	4	62	0.008	4	62	0.008	4	62	0.016
10:00 - 11:00	4	62	0.008	4	62	0.004	4	62	0.012
11:00 - 12:00	4	62	0.004	4	62	0.008	4	62	0.012
12:00 - 13:00	4	62	0.004	4	62	0.000	4	62	0.004
13:00 - 14:00	4	62	0.000	4	62	0.004	4	62	0.004
14:00 - 15:00	4	62	0.008	4	62	0.004	4	62	0.012
15:00 - 16:00	4	62	0.000	4	62	0.004	4	62	0.004
16:00 - 17:00	4	62	0.000	4	62	0.000	4	62	0.000
17:00 - 18:00	4	62	0.004	4	62	0.004	4	62	0.008
18:00 - 19:00	4	62	0.000	4	62	0.000	4	62	0.000
19:00 - 20:00	4	62	0.000	4	62	0.000	4	62	0.000
20:00 - 21:00	4	62	0.000	4	62	0.000	4	62	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	62	0.004	4	62	0.000	4	62	0.004
08:00 - 09:00	4	62	0.000	4	62	0.004	4	62	0.004
09:00 - 10:00	4	62	0.000	4	62	0.000	4	62	0.000
10:00 - 11:00	4	62	0.004	4	62	0.004	4	62	0.008
11:00 - 12:00	4	62	0.000	4	62	0.000	4	62	0.000
12:00 - 13:00	4	62	0.004	4	62	0.004	4	62	0.008
13:00 - 14:00	4	62	0.000	4	62	0.000	4	62	0.000
14:00 - 15:00	4	62	0.000	4	62	0.000	4	62	0.000
15:00 - 16:00	4	62	0.000	4	62	0.000	4	62	0.000
16:00 - 17:00	4	62	0.000	4	62	0.000	4	62	0.000
17:00 - 18:00	4	62	0.000	4	62	0.000	4	62	0.000
18:00 - 19:00	4	62	0.004	4	62	0.004	4	62	0.008
19:00 - 20:00	4	62	0.000	4	62	0.000	4	62	0.000
20:00 - 21:00	4	62	0.000	4	62	0.000	4	62	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
PSVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	62	0.000	4	62	0.000	4	62	0.000
08:00 - 09:00	4	62	0.004	4	62	0.004	4	62	0.008
09:00 - 10:00	4	62	0.000	4	62	0.000	4	62	0.000
10:00 - 11:00	4	62	0.000	4	62	0.000	4	62	0.000
11:00 - 12:00	4	62	0.000	4	62	0.000	4	62	0.000
12:00 - 13:00	4	62	0.000	4	62	0.000	4	62	0.000
13:00 - 14:00	4	62	0.000	4	62	0.000	4	62	0.000
14:00 - 15:00	4	62	0.000	4	62	0.000	4	62	0.000
15:00 - 16:00	4	62	0.000	4	62	0.000	4	62	0.000
16:00 - 17:00	4	62	0.000	4	62	0.000	4	62	0.000
17:00 - 18:00	4	62	0.000	4	62	0.000	4	62	0.000
18:00 - 19:00	4	62	0.000	4	62	0.000	4	62	0.000
19:00 - 20:00	4	62	0.000	4	62	0.000	4	62	0.000
20:00 - 21:00	4	62	0.000	4	62	0.000	4	62	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	62	0.000	4	62	0.000	4	62	0.000
08:00 - 09:00	4	62	0.004	4	62	0.000	4	62	0.004
09:00 - 10:00	4	62	0.004	4	62	0.000	4	62	0.004
10:00 - 11:00	4	62	0.000	4	62	0.000	4	62	0.000
11:00 - 12:00	4	62	0.000	4	62	0.000	4	62	0.000
12:00 - 13:00	4	62	0.000	4	62	0.000	4	62	0.000
13:00 - 14:00	4	62	0.000	4	62	0.000	4	62	0.000
14:00 - 15:00	4	62	0.004	4	62	0.008	4	62	0.012
15:00 - 16:00	4	62	0.000	4	62	0.004	4	62	0.004
16:00 - 17:00	4	62	0.000	4	62	0.000	4	62	0.000
17:00 - 18:00	4	62	0.000	4	62	0.004	4	62	0.004
18:00 - 19:00	4	62	0.000	4	62	0.000	4	62	0.000
19:00 - 20:00	4	62	0.004	4	62	0.000	4	62	0.004
20:00 - 21:00	4	62	0.000	4	62	0.000	4	62	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-759101-201124-1137

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	CN	CAMDEN	1 days
	EG	EALING	1 days
	EN	ENFIELD	1 days
	HK	HACKNEY	1 days
	KI	KINGSTON	1 days
02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 120 to 375 (units: sqm)
Range Selected by User: 120 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 16/11/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	1 days
Saturday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4
Built-Up Zone	1
High Street	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	3 days
500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	3 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
1b Very poor	1 days
2 Poor	1 days
3 Moderate	1 days
5 Very Good	1 days
6a Excellent	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BT-01-O-01 TESCO EXPRESS BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 310 sqm
Survey date: SATURDAY 16/05/15 Survey Type: MANUAL

2 CN-01-O-01 SAINSBURY'S LOCAL CAMDEN
CHALK FARM ROAD
CHALK FARM

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 120 sqm
Survey date: TUESDAY 11/12/12 Survey Type: MANUAL

3 EG-01-O-01 TESCO EXPRESS EALING
LADY MARGARET ROAD
SOUTHALL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 370 sqm
Survey date: MONDAY 16/11/15 Survey Type: MANUAL

4 EN-01-O-01 CO-OPERATIVE ENFIELD
LANCASTER ROAD
ENFIELD

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 375 sqm
Survey date: WEDNESDAY 29/06/16 Survey Type: MANUAL

5 ES-01-O-01 ONE STOP EAST SUSSEX
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY 19/12/12 Survey Type: MANUAL

6 HK-01-O-01 SAINSBURY'S LOCAL HACKNEY
MARE STREET
SOUTH HACKNEY

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 120 sqm
Survey date: TUESDAY 11/12/12 Survey Type: MANUAL

7 KI-01-O-01 THE CO-OPERATIVE KINGSTON
KINGS ROAD
KINGSTON UPON THAMES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 257 sqm
Survey date: THURSDAY 16/11/17 Survey Type: MANUAL

8 NF-01-O-01 TESCO EXPRESS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 298 sqm
Survey date: FRIDAY 26/10/12 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EN-01-O-02	tgoo big

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	1.081	1	370	1.081
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	370	0.811	1	370	0.270	1	370	1.081
06:00 - 07:00	3	316	3.270	3	316	2.637	3	316	5.907
07:00 - 08:00	8	266	4.883	8	266	4.038	8	266	8.921
08:00 - 09:00	8	266	5.681	8	266	4.930	8	266	10.611
09:00 - 10:00	8	266	4.883	8	266	5.258	8	266	10.141
10:00 - 11:00	8	266	3.944	8	266	3.709	8	266	7.653
11:00 - 12:00	8	266	4.648	8	266	5.493	8	266	10.141
12:00 - 13:00	8	266	6.761	8	266	6.244	8	266	13.005
13:00 - 14:00	8	266	7.606	8	266	6.995	8	266	14.601
14:00 - 15:00	8	266	7.887	8	266	6.667	8	266	14.554
15:00 - 16:00	8	266	7.042	8	266	7.089	8	266	14.131
16:00 - 17:00	8	266	7.465	8	266	6.291	8	266	13.756
17:00 - 18:00	8	266	9.014	8	266	8.263	8	266	17.277
18:00 - 19:00	8	266	8.028	8	266	8.920	8	266	16.948
19:00 - 20:00	8	266	5.399	8	266	7.934	8	266	13.333
20:00 - 21:00	8	266	5.305	8	266	6.103	8	266	11.408
21:00 - 22:00	8	266	3.380	8	266	4.085	8	266	7.465
22:00 - 23:00	1	370	8.378	1	370	8.649	1	370	17.027
23:00 - 24:00	1	370	6.486	1	370	5.676	1	370	12.162
Total Rates:			110.871			110.332			221.203

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	120 - 375 (units: sqm)
Survey date date range:	01/01/12 - 16/11/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	370	0.000	1	370	0.000	1	370	0.000
06:00 - 07:00	3	316	0.000	3	316	0.000	3	316	0.000
07:00 - 08:00	8	266	0.094	8	266	0.094	8	266	0.188
08:00 - 09:00	8	266	0.188	8	266	0.141	8	266	0.329
09:00 - 10:00	8	266	0.047	8	266	0.094	8	266	0.141
10:00 - 11:00	8	266	0.000	8	266	0.000	8	266	0.000
11:00 - 12:00	8	266	0.000	8	266	0.000	8	266	0.000
12:00 - 13:00	8	266	0.000	8	266	0.000	8	266	0.000
13:00 - 14:00	8	266	0.329	8	266	0.329	8	266	0.658
14:00 - 15:00	8	266	0.141	8	266	0.141	8	266	0.282
15:00 - 16:00	8	266	0.094	8	266	0.094	8	266	0.188
16:00 - 17:00	8	266	0.094	8	266	0.047	8	266	0.141
17:00 - 18:00	8	266	0.047	8	266	0.047	8	266	0.094
18:00 - 19:00	8	266	0.188	8	266	0.188	8	266	0.376
19:00 - 20:00	8	266	0.094	8	266	0.141	8	266	0.235
20:00 - 21:00	8	266	0.188	8	266	0.188	8	266	0.376
21:00 - 22:00	8	266	0.047	8	266	0.047	8	266	0.094
22:00 - 23:00	1	370	0.541	1	370	0.541	1	370	1.082
23:00 - 24:00	1	370	0.000	1	370	0.000	1	370	0.000
Total Rates:			2.092			2.092			4.184

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	370	0.270	1	370	0.270	1	370	0.540
06:00 - 07:00	3	316	0.105	3	316	0.105	3	316	0.210
07:00 - 08:00	8	266	0.235	8	266	0.094	8	266	0.329
08:00 - 09:00	8	266	0.094	8	266	0.141	8	266	0.235
09:00 - 10:00	8	266	0.188	8	266	0.282	8	266	0.470
10:00 - 11:00	8	266	0.188	8	266	0.141	8	266	0.329
11:00 - 12:00	8	266	0.094	8	266	0.141	8	266	0.235
12:00 - 13:00	8	266	0.000	8	266	0.000	8	266	0.000
13:00 - 14:00	8	266	0.094	8	266	0.000	8	266	0.094
14:00 - 15:00	8	266	0.000	8	266	0.094	8	266	0.094
15:00 - 16:00	8	266	0.000	8	266	0.000	8	266	0.000
16:00 - 17:00	8	266	0.094	8	266	0.047	8	266	0.141
17:00 - 18:00	8	266	0.047	8	266	0.047	8	266	0.094
18:00 - 19:00	8	266	0.047	8	266	0.094	8	266	0.141
19:00 - 20:00	8	266	0.047	8	266	0.047	8	266	0.094
20:00 - 21:00	8	266	0.000	8	266	0.000	8	266	0.000
21:00 - 22:00	8	266	0.000	8	266	0.000	8	266	0.000
22:00 - 23:00	1	370	0.000	1	370	0.000	1	370	0.000
23:00 - 24:00	1	370	0.000	1	370	0.000	1	370	0.000
Total Rates:			1.503			1.503			3.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	370	0.000	1	370	0.000	1	370	0.000
06:00 - 07:00	3	316	0.422	3	316	0.316	3	316	0.738
07:00 - 08:00	8	266	0.235	8	266	0.235	8	266	0.470
08:00 - 09:00	8	266	1.127	8	266	1.127	8	266	2.254
09:00 - 10:00	8	266	0.845	8	266	0.704	8	266	1.549
10:00 - 11:00	8	266	0.329	8	266	0.282	8	266	0.611
11:00 - 12:00	8	266	0.657	8	266	0.610	8	266	1.267
12:00 - 13:00	8	266	0.610	8	266	0.563	8	266	1.173
13:00 - 14:00	8	266	0.986	8	266	1.080	8	266	2.066
14:00 - 15:00	8	266	0.704	8	266	0.798	8	266	1.502
15:00 - 16:00	8	266	0.845	8	266	0.798	8	266	1.643
16:00 - 17:00	8	266	0.798	8	266	0.704	8	266	1.502
17:00 - 18:00	8	266	1.033	8	266	0.798	8	266	1.831
18:00 - 19:00	8	266	1.174	8	266	1.362	8	266	2.536
19:00 - 20:00	8	266	0.986	8	266	1.033	8	266	2.019
20:00 - 21:00	8	266	0.751	8	266	0.845	8	266	1.596
21:00 - 22:00	8	266	0.235	8	266	0.376	8	266	0.611
22:00 - 23:00	1	370	0.541	1	370	0.811	1	370	1.352
23:00 - 24:00	1	370	0.541	1	370	0.541	1	370	1.082
Total Rates:			12.819			12.983			25.802

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-759101-201104-1134

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
TOTAL VEHICLES

Selected regions and areas:
02 SOUTH EAST
ES EAST SUSSEX 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 185 to 185 (units: sqm)
Range Selected by User: 120 to 200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 22/09/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Residential Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
D1 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
50,001 to 100,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
250,001 to 500,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
No 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Present 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 ES-04-D-01 NURSERY EAST SUSSEX
CONNAUGHT ROAD
BRIGHTON
HOVE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 185 sqm
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	185	2.703	1	185	1.081	1	185	3.784
08:00 - 09:00	1	185	7.027	1	185	7.027	1	185	14.054
09:00 - 10:00	1	185	1.622	1	185	1.081	1	185	2.703
10:00 - 11:00	1	185	0.000	1	185	0.000	1	185	0.000
11:00 - 12:00	1	185	0.000	1	185	0.000	1	185	0.000
12:00 - 13:00	1	185	1.081	1	185	1.081	1	185	2.162
13:00 - 14:00	1	185	2.162	1	185	2.162	1	185	4.324
14:00 - 15:00	1	185	0.000	1	185	0.000	1	185	0.000
15:00 - 16:00	1	185	2.703	1	185	2.703	1	185	5.406
16:00 - 17:00	1	185	1.622	1	185	1.622	1	185	3.244
17:00 - 18:00	1	185	3.243	1	185	3.784	1	185	7.027
18:00 - 19:00	1	185	0.541	1	185	2.162	1	185	2.703
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			22.704			22.703			45.407

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	185 - 185 (units: sqm)
Survey date date range:	01/01/12 - 22/09/17
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-759101-201104-1144

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
	SC	SURREY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 215 to 830 (units: sqm)
Range Selected by User: 215 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 08/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	2 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D1	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 ES-05-G-02 MEDICAL CENTRE EAST SUSSEX
JUZIERS DRIVE
EAST HOATHLY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 215 sqm
Survey date: WEDNESDAY 13/07/16 Survey Type: MANUAL

2 HF-05-G-01 GP SURGERY HERTFORDSHIRE
CHELLS WAY
STEVENAGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 830 sqm
Survey date: FRIDAY 28/06/19 Survey Type: MANUAL

3 NF-05-G-03 GP SURGERY NORFOLK
MILE END ROAD
NORWICH
MOUNT PLEASANT
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 600 sqm
Survey date: FRIDAY 08/11/19 Survey Type: MANUAL

4 SC-05-G-02 GP SURGERY SURREY
ESHER GREEN DRIVE
ESHER
SANDOWN PARK
Edge of Town
Residential Zone
Total Gross floor area: 310 sqm
Survey date: WEDNESDAY 22/06/16 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	830	1.325	1	830	0.000	1	830	1.325
07:00 - 08:00	4	489	2.097	4	489	0.716	4	489	2.813
08:00 - 09:00	4	489	4.501	4	489	2.967	4	489	7.468
09:00 - 10:00	4	489	4.399	4	489	4.143	4	489	8.542
10:00 - 11:00	4	489	4.297	4	489	4.246	4	489	8.543
11:00 - 12:00	4	489	3.171	4	489	4.297	4	489	7.468
12:00 - 13:00	4	489	2.302	4	489	2.762	4	489	5.064
13:00 - 14:00	4	489	2.302	4	489	2.302	4	489	4.604
14:00 - 15:00	4	489	3.018	4	489	2.506	4	489	5.524
15:00 - 16:00	4	489	3.223	4	489	3.427	4	489	6.650
16:00 - 17:00	4	489	2.660	4	489	2.916	4	489	5.576
17:00 - 18:00	4	489	2.455	4	489	2.916	4	489	5.371
18:00 - 19:00	4	489	0.972	4	489	2.455	4	489	3.427
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			36.722			35.653			72.375

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	215 - 830 (units: sqm)
Survey date date range:	01/01/12 - 08/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-759101-201104-1156

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : O - RETIREMENT AND CARE COMMUNITY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	OX	OXFORDSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 70 to 149 (units:)
Range Selected by User: 70 to 149 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 27/11/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	1
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Out of Town	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 HF-03-O-01 RETIREMENT VILLAGE HERTFORDSHIRE
THE COMMON
BERKHAMSTED

Free Standing (PPS6 Out of Town)
Out of Town
Total No of Dwellings: 149
Survey date: FRIDAY 27/11/15 Survey Type: MANUAL

2 OX-03-O-01 RETIREMENT VILLAGE OXFORDSHIRE
RUSKIN ROAD
BANBURY
EASINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY 11/11/15 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	110	0.105	2	110	0.059	2	110	0.164
08:00 - 09:00	2	110	0.164	2	110	0.064	2	110	0.228
09:00 - 10:00	2	110	0.146	2	110	0.146	2	110	0.292
10:00 - 11:00	2	110	0.155	2	110	0.187	2	110	0.342
11:00 - 12:00	2	110	0.174	2	110	0.155	2	110	0.329
12:00 - 13:00	2	110	0.187	2	110	0.205	2	110	0.392
13:00 - 14:00	2	110	0.174	2	110	0.210	2	110	0.384
14:00 - 15:00	2	110	0.105	2	110	0.137	2	110	0.242
15:00 - 16:00	2	110	0.169	2	110	0.196	2	110	0.365
16:00 - 17:00	2	110	0.119	2	110	0.137	2	110	0.256
17:00 - 18:00	2	110	0.096	2	110	0.087	2	110	0.183
18:00 - 19:00	2	110	0.050	2	110	0.037	2	110	0.087
19:00 - 20:00	2	110	0.037	2	110	0.055	2	110	0.092
20:00 - 21:00	2	110	0.009	2	110	0.027	2	110	0.036
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.690			1.702			3.392

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	70 - 149 (units:)
Survey date date range:	01/01/12 - 27/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-759101-201124-1141

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
02	SOUTH EAST		
	ES	EAST SUSSEX	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 1600 to 1750 (units: sqm)
Range Selected by User: 204 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Wednesday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of Centre) 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Development Zone 1
Residential Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
D2 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	1 days
6a Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BT-07-K-01 LIFESTYLE FITNESS BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 1750 sqm
Survey date: WEDNESDAY 03/06/15 Survey Type: MANUAL

2 ES-07-K-02 CORAL FITNESS EAST SUSSEX
ORCHARD ROAD
BRIGHTON
HOVE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1600 sqm
Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EN-07-K-01	no parking
HG-07-K-02	london
IS-07-K-02	london

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1675	0.925	2	1675	0.149	2	1675	1.074
07:00 - 08:00	2	1675	0.478	2	1675	0.687	2	1675	1.165
08:00 - 09:00	2	1675	0.896	2	1675	0.478	2	1675	1.374
09:00 - 10:00	2	1675	1.582	2	1675	0.896	2	1675	2.478
10:00 - 11:00	2	1675	1.045	2	1675	1.015	2	1675	2.060
11:00 - 12:00	2	1675	0.687	2	1675	0.806	2	1675	1.493
12:00 - 13:00	2	1675	1.104	2	1675	1.015	2	1675	2.119
13:00 - 14:00	2	1675	0.925	2	1675	1.075	2	1675	2.000
14:00 - 15:00	2	1675	1.224	2	1675	0.925	2	1675	2.149
15:00 - 16:00	2	1675	0.866	2	1675	1.463	2	1675	2.329
16:00 - 17:00	2	1675	1.164	2	1675	1.582	2	1675	2.746
17:00 - 18:00	2	1675	1.940	2	1675	1.045	2	1675	2.985
18:00 - 19:00	2	1675	1.910	2	1675	1.821	2	1675	3.731
19:00 - 20:00	2	1675	1.433	2	1675	1.582	2	1675	3.015
20:00 - 21:00	2	1675	0.597	2	1675	1.493	2	1675	2.090
21:00 - 22:00	2	1675	0.119	2	1675	0.776	2	1675	0.895
22:00 - 23:00	1	1600	0.063	1	1600	0.250	1	1600	0.312
23:00 - 24:00									
Total Rates:			16.957			17.058			34.015

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	1600 - 1750 (units: sqm)
Survey date date range:	01/01/12 - 27/09/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
07:00 - 08:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
08:00 - 09:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
09:00 - 10:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
10:00 - 11:00	2	1675	0.060	2	1675	0.060	2	1675	0.120
11:00 - 12:00	2	1675	0.060	2	1675	0.060	2	1675	0.120
12:00 - 13:00	2	1675	0.060	2	1675	0.060	2	1675	0.120
13:00 - 14:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
14:00 - 15:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
15:00 - 16:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
16:00 - 17:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
17:00 - 18:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
18:00 - 19:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
19:00 - 20:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
20:00 - 21:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
21:00 - 22:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
22:00 - 23:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
23:00 - 24:00									
Total Rates:			0.360			0.360			0.720

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
07:00 - 08:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
08:00 - 09:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
09:00 - 10:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
10:00 - 11:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
11:00 - 12:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
12:00 - 13:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
13:00 - 14:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
14:00 - 15:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
15:00 - 16:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
16:00 - 17:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
17:00 - 18:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
18:00 - 19:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
19:00 - 20:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
20:00 - 21:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
21:00 - 22:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
22:00 - 23:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1675	0.060	2	1675	0.000	2	1675	0.060
07:00 - 08:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
08:00 - 09:00	2	1675	0.149	2	1675	0.119	2	1675	0.268
09:00 - 10:00	2	1675	0.209	2	1675	0.179	2	1675	0.388
10:00 - 11:00	2	1675	0.149	2	1675	0.119	2	1675	0.268
11:00 - 12:00	2	1675	0.149	2	1675	0.239	2	1675	0.388
12:00 - 13:00	2	1675	0.090	2	1675	0.060	2	1675	0.150
13:00 - 14:00	2	1675	0.179	2	1675	0.179	2	1675	0.358
14:00 - 15:00	2	1675	0.179	2	1675	0.060	2	1675	0.239
15:00 - 16:00	2	1675	0.209	2	1675	0.239	2	1675	0.448
16:00 - 17:00	2	1675	0.179	2	1675	0.179	2	1675	0.358
17:00 - 18:00	2	1675	0.358	2	1675	0.239	2	1675	0.597
18:00 - 19:00	2	1675	0.299	2	1675	0.209	2	1675	0.508
19:00 - 20:00	2	1675	0.030	2	1675	0.149	2	1675	0.179
20:00 - 21:00	2	1675	0.060	2	1675	0.209	2	1675	0.269
21:00 - 22:00	2	1675	0.119	2	1675	0.090	2	1675	0.209
22:00 - 23:00	1	1600	0.000	1	1600	0.188	1	1600	0.188
23:00 - 24:00									
Total Rates:			2.448			2.487			4.935

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1675	0.896	2	1675	0.149	2	1675	1.045
07:00 - 08:00	2	1675	0.388	2	1675	0.597	2	1675	0.985
08:00 - 09:00	2	1675	0.806	2	1675	0.418	2	1675	1.224
09:00 - 10:00	2	1675	1.463	2	1675	0.866	2	1675	2.329
10:00 - 11:00	2	1675	0.955	2	1675	0.896	2	1675	1.851
11:00 - 12:00	2	1675	0.567	2	1675	0.687	2	1675	1.254
12:00 - 13:00	2	1675	0.925	2	1675	0.866	2	1675	1.791
13:00 - 14:00	2	1675	0.836	2	1675	0.955	2	1675	1.791
14:00 - 15:00	2	1675	1.045	2	1675	0.836	2	1675	1.881
15:00 - 16:00	2	1675	0.776	2	1675	1.343	2	1675	2.119
16:00 - 17:00	2	1675	1.075	2	1675	1.493	2	1675	2.568
17:00 - 18:00	2	1675	1.701	2	1675	0.955	2	1675	2.656
18:00 - 19:00	2	1675	1.791	2	1675	1.522	2	1675	3.313
19:00 - 20:00	2	1675	1.164	2	1675	1.463	2	1675	2.627
20:00 - 21:00	2	1675	0.597	2	1675	1.284	2	1675	1.881
21:00 - 22:00	2	1675	0.119	2	1675	0.687	2	1675	0.806
22:00 - 23:00	1	1600	0.000	1	1600	0.125	1	1600	0.125
23:00 - 24:00									
Total Rates:			15.104			15.142			30.246

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
07:00 - 08:00	2	1675	0.060	2	1675	0.030	2	1675	0.090
08:00 - 09:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
09:00 - 10:00	2	1675	0.060	2	1675	0.000	2	1675	0.060
10:00 - 11:00	2	1675	0.000	2	1675	0.030	2	1675	0.030
11:00 - 12:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
12:00 - 13:00	2	1675	0.060	2	1675	0.030	2	1675	0.090
13:00 - 14:00	2	1675	0.000	2	1675	0.030	2	1675	0.030
14:00 - 15:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
15:00 - 16:00	2	1675	0.090	2	1675	0.060	2	1675	0.150
16:00 - 17:00	2	1675	0.030	2	1675	0.060	2	1675	0.090
17:00 - 18:00	2	1675	0.090	2	1675	0.000	2	1675	0.090
18:00 - 19:00	2	1675	0.090	2	1675	0.090	2	1675	0.180
19:00 - 20:00	2	1675	0.119	2	1675	0.030	2	1675	0.149
20:00 - 21:00	2	1675	0.000	2	1675	0.149	2	1675	0.149
21:00 - 22:00	2	1675	0.000	2	1675	0.060	2	1675	0.060
22:00 - 23:00	1	1600	0.000	1	1600	0.063	1	1600	0.062
23:00 - 24:00									
Total Rates:			0.689			0.721			1.410

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1675	0.030	2	1675	0.000	2	1675	0.030
07:00 - 08:00	2	1675	0.000	2	1675	0.030	2	1675	0.030
08:00 - 09:00	2	1675	0.030	2	1675	0.000	2	1675	0.030
09:00 - 10:00	2	1675	0.060	2	1675	0.030	2	1675	0.090
10:00 - 11:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
11:00 - 12:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
12:00 - 13:00	2	1675	0.030	2	1675	0.030	2	1675	0.060
13:00 - 14:00	2	1675	0.060	2	1675	0.060	2	1675	0.120
14:00 - 15:00	2	1675	0.119	2	1675	0.030	2	1675	0.149
15:00 - 16:00	2	1675	0.000	2	1675	0.060	2	1675	0.060
16:00 - 17:00	2	1675	0.060	2	1675	0.030	2	1675	0.090
17:00 - 18:00	2	1675	0.119	2	1675	0.060	2	1675	0.179
18:00 - 19:00	2	1675	0.030	2	1675	0.179	2	1675	0.209
19:00 - 20:00	2	1675	0.119	2	1675	0.060	2	1675	0.179
20:00 - 21:00	2	1675	0.000	2	1675	0.060	2	1675	0.060
21:00 - 22:00	2	1675	0.000	2	1675	0.030	2	1675	0.030
22:00 - 23:00	1	1600	0.063	1	1600	0.063	1	1600	0.124
23:00 - 24:00									
Total Rates:			0.779			0.781			1.560

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-759101-201124-1120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:
02 SOUTH EAST
ES EAST SUSSEX 2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 186 to 280 (units: sqm)
Range Selected by User: 186 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 04/07/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Tuesday 1 days
Wednesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Edge of Town Centre 1
Suburban Area (PPS6 Out of Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Residential Zone 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
B1 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-02-A-11	HOUSING COMPANY		EAST SUSSEX
	THE SIDINGS			
	HASTINGS			
	ORE VALLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		186 sqm	
	Survey date: TUESDAY		*17/11/15*	*Survey Type: MANUAL*
2	ES-02-A-13	OFFICES		EAST SUSSEX
	ROMAN ROAD			
	HOVE			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:		280 sqm	
	Survey date: WEDNESDAY		*04/07/18*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	233	0.429	2	233	0.000	2	233	0.429
08:00 - 09:00	2	233	4.721	2	233	0.000	2	233	4.721
09:00 - 10:00	2	233	1.073	2	233	1.073	2	233	2.146
10:00 - 11:00	2	233	0.429	2	233	0.429	2	233	0.858
11:00 - 12:00	2	233	0.000	2	233	0.215	2	233	0.215
12:00 - 13:00	2	233	0.429	2	233	0.215	2	233	0.644
13:00 - 14:00	2	233	0.644	2	233	0.858	2	233	1.502
14:00 - 15:00	2	233	0.644	2	233	1.073	2	233	1.717
15:00 - 16:00	2	233	0.215	2	233	0.858	2	233	1.073
16:00 - 17:00	2	233	0.858	2	233	2.575	2	233	3.433
17:00 - 18:00	2	233	0.215	2	233	2.361	2	233	2.576
18:00 - 19:00	2	233	0.429	2	233	0.429	2	233	0.858
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.086			10.086			20.172

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	186 - 280 (units: sqm)
Survey date date range:	01/01/12 - 04/07/18
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	233	0.000	2	233	0.000	2	233	0.000
08:00 - 09:00	2	233	0.000	2	233	0.000	2	233	0.000
09:00 - 10:00	2	233	0.000	2	233	0.000	2	233	0.000
10:00 - 11:00	2	233	0.000	2	233	0.000	2	233	0.000
11:00 - 12:00	2	233	0.000	2	233	0.000	2	233	0.000
12:00 - 13:00	2	233	0.000	2	233	0.000	2	233	0.000
13:00 - 14:00	2	233	0.000	2	233	0.000	2	233	0.000
14:00 - 15:00	2	233	0.000	2	233	0.000	2	233	0.000
15:00 - 16:00	2	233	0.000	2	233	0.000	2	233	0.000
16:00 - 17:00	2	233	0.215	2	233	0.215	2	233	0.430
17:00 - 18:00	2	233	0.000	2	233	0.000	2	233	0.000
18:00 - 19:00	2	233	0.215	2	233	0.215	2	233	0.430
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.430			0.430			0.860

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	233	0.000	2	233	0.000	2	233	0.000
08:00 - 09:00	2	233	0.000	2	233	0.000	2	233	0.000
09:00 - 10:00	2	233	0.000	2	233	0.000	2	233	0.000
10:00 - 11:00	2	233	0.000	2	233	0.000	2	233	0.000
11:00 - 12:00	2	233	0.000	2	233	0.000	2	233	0.000
12:00 - 13:00	2	233	0.215	2	233	0.215	2	233	0.430
13:00 - 14:00	2	233	0.000	2	233	0.000	2	233	0.000
14:00 - 15:00	2	233	0.000	2	233	0.000	2	233	0.000
15:00 - 16:00	2	233	0.000	2	233	0.000	2	233	0.000
16:00 - 17:00	2	233	0.000	2	233	0.000	2	233	0.000
17:00 - 18:00	2	233	0.000	2	233	0.000	2	233	0.000
18:00 - 19:00	2	233	0.000	2	233	0.000	2	233	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.215			0.215			0.430

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	233	0.000	2	233	0.000	2	233	0.000
08:00 - 09:00	2	233	0.215	2	233	0.000	2	233	0.215
09:00 - 10:00	2	233	0.000	2	233	0.000	2	233	0.000
10:00 - 11:00	2	233	0.000	2	233	0.000	2	233	0.000
11:00 - 12:00	2	233	0.000	2	233	0.000	2	233	0.000
12:00 - 13:00	2	233	0.000	2	233	0.000	2	233	0.000
13:00 - 14:00	2	233	0.000	2	233	0.000	2	233	0.000
14:00 - 15:00	2	233	0.000	2	233	0.000	2	233	0.000
15:00 - 16:00	2	233	0.000	2	233	0.000	2	233	0.000
16:00 - 17:00	2	233	0.000	2	233	0.000	2	233	0.000
17:00 - 18:00	2	233	0.000	2	233	0.215	2	233	0.215
18:00 - 19:00	2	233	0.000	2	233	0.000	2	233	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.215			0.215			0.430

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	233	0.429	2	233	0.000	2	233	0.429
08:00 - 09:00	2	233	4.506	2	233	0.000	2	233	4.506
09:00 - 10:00	2	233	1.073	2	233	0.858	2	233	1.931
10:00 - 11:00	2	233	0.215	2	233	0.429	2	233	0.644
11:00 - 12:00	2	233	0.000	2	233	0.215	2	233	0.215
12:00 - 13:00	2	233	0.215	2	233	0.000	2	233	0.215
13:00 - 14:00	2	233	0.429	2	233	0.644	2	233	1.073
14:00 - 15:00	2	233	0.644	2	233	1.073	2	233	1.717
15:00 - 16:00	2	233	0.000	2	233	0.644	2	233	0.644
16:00 - 17:00	2	233	0.429	2	233	1.931	2	233	2.360
17:00 - 18:00	2	233	0.215	2	233	2.361	2	233	2.576
18:00 - 19:00	2	233	0.215	2	233	0.215	2	233	0.430
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.370			8.370			16.740

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	233	0.000	2	233	0.000	2	233	0.000
08:00 - 09:00	2	233	0.215	2	233	0.000	2	233	0.215
09:00 - 10:00	2	233	0.000	2	233	0.215	2	233	0.215
10:00 - 11:00	2	233	0.000	2	233	0.000	2	233	0.000
11:00 - 12:00	2	233	0.000	2	233	0.000	2	233	0.000
12:00 - 13:00	2	233	0.000	2	233	0.000	2	233	0.000
13:00 - 14:00	2	233	0.000	2	233	0.000	2	233	0.000
14:00 - 15:00	2	233	0.000	2	233	0.000	2	233	0.000
15:00 - 16:00	2	233	0.215	2	233	0.000	2	233	0.215
16:00 - 17:00	2	233	0.215	2	233	0.429	2	233	0.644
17:00 - 18:00	2	233	0.000	2	233	0.000	2	233	0.000
18:00 - 19:00	2	233	0.000	2	233	0.000	2	233	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.645			0.644			1.289

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	233	0.000	2	233	0.000	2	233	0.000
08:00 - 09:00	2	233	0.000	2	233	0.000	2	233	0.000
09:00 - 10:00	2	233	0.000	2	233	0.000	2	233	0.000
10:00 - 11:00	2	233	0.215	2	233	0.000	2	233	0.215
11:00 - 12:00	2	233	0.000	2	233	0.000	2	233	0.000
12:00 - 13:00	2	233	0.000	2	233	0.000	2	233	0.000
13:00 - 14:00	2	233	0.215	2	233	0.215	2	233	0.430
14:00 - 15:00	2	233	0.000	2	233	0.000	2	233	0.000
15:00 - 16:00	2	233	0.000	2	233	0.215	2	233	0.215
16:00 - 17:00	2	233	0.000	2	233	0.000	2	233	0.000
17:00 - 18:00	2	233	0.000	2	233	0.000	2	233	0.000
18:00 - 19:00	2	233	0.000	2	233	0.000	2	233	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.430			0.430			0.860

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix M

Proposed Vehicle Distribution and %age Split Diagrams

A4 ORIGINAL SIZE - DO NOT SCALE.
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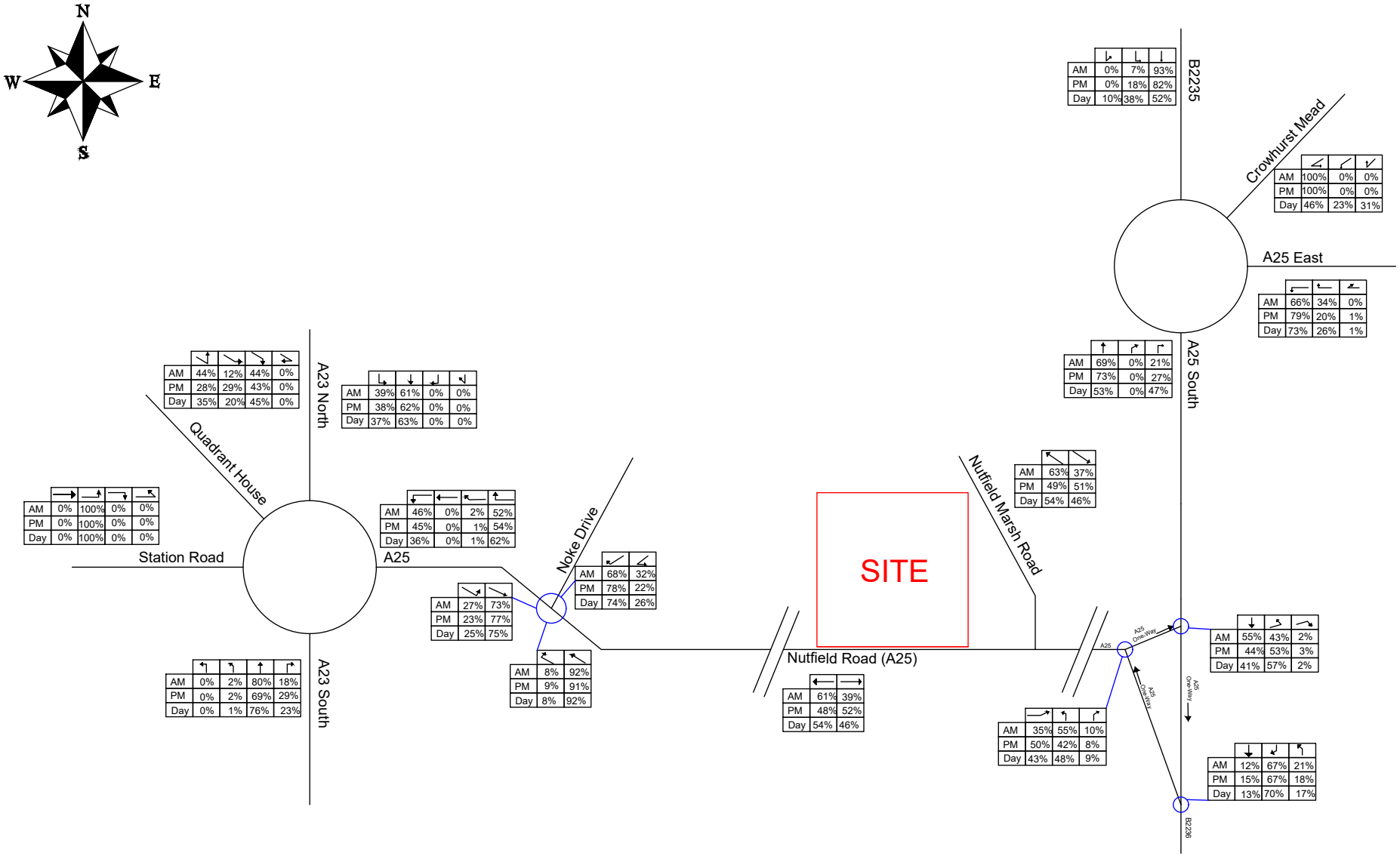

AM	0%	7%	93%
PM	0%	18%	82%
Day	10%	38%	52%

AM	100%	0%	0%
PM	100%	0%	0%
Day	46%	23%	31%

AM	66%	34%	0%
PM	79%	20%	1%
Day	73%	26%	1%

AM	69%	0%	21%
PM	73%	0%	27%
Day	53%	0%	47%

AM	63%	37%
PM	49%	51%
Day	54%	46%

AM	44%	12%	44%	0%
PM	28%	29%	43%	0%
Day	35%	20%	45%	0%

AM	39%	61%	0%	0%
PM	38%	62%	0%	0%
Day	37%	63%	0%	0%

AM	0%	100%	0%	0%
PM	0%	100%	0%	0%
Day	0%	100%	0%	0%

AM	46%	0%	2%	52%
PM	45%	0%	1%	54%
Day	36%	0%	1%	62%

AM	68%	32%
PM	78%	22%
Day	74%	26%

AM	27%	73%
PM	23%	77%
Day	25%	75%

AM	8%	92%
PM	9%	91%
Day	8%	92%

AM	0%	2%	80%	18%
PM	0%	2%	69%	29%
Day	0%	1%	76%	23%

AM	61%	39%
PM	48%	52%
Day	54%	46%

AM	55%	43%	2%
PM	44%	53%	3%
Day	41%	57%	2%

AM	35%	55%	10%
PM	50%	42%	8%
Day	43%	48%	9%

AM	12%	67%	21%
PM	15%	67%	18%
Day	13%	70%	17%

P1	INITIAL ISSUE	30.11.20 JBr CV

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Client: Nutfield Park Developments Ltd

Project: Nutfield Green Park

Drawing: 2020 - Percentage Distribution

Scales: NTS

Drawn: JBr NOV 20

Checked: CV

Drawing No.: A20255-04

Rev.: P1

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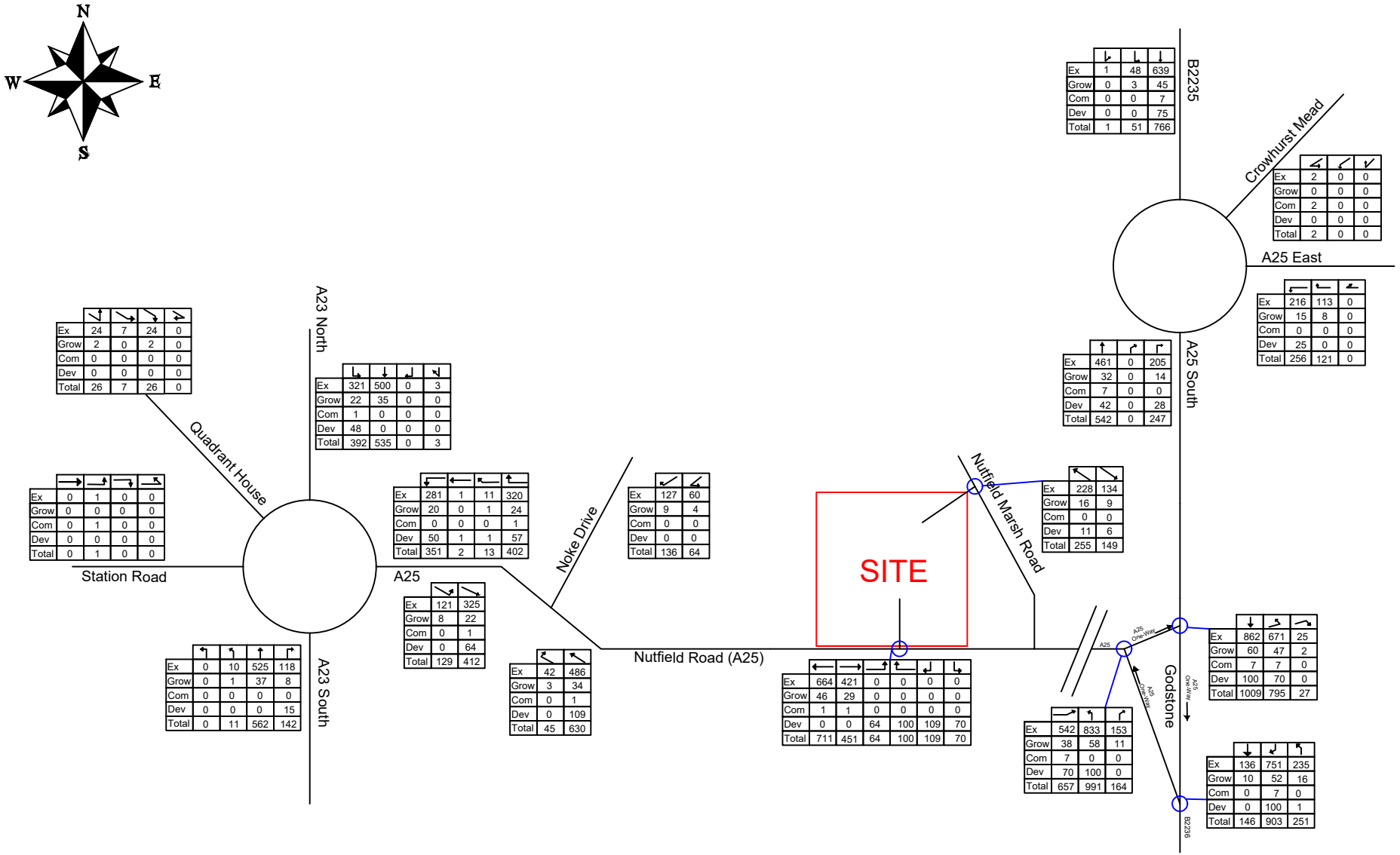

Ex	24	7	24	0
Grow	2	0	2	0
Com	0	0	0	0
Dev	0	0	0	0
Total	26	7	26	0

Ex	321	500	0	3
Grow	22	35	0	0
Com	1	0	0	0
Dev	48	0	0	0
Total	392	535	0	3

Ex	0	1	0	0
Grow	0	0	0	0
Com	0	1	0	0
Dev	0	0	0	0
Total	0	1	0	0

Ex	281	1	11	320
Grow	20	0	1	24
Com	0	0	0	1
Dev	50	1	1	57
Total	351	2	13	402

Ex	127	60
Grow	9	4
Com	0	0
Dev	0	0
Total	136	64

Ex	1	48	639
Grow	0	3	45
Com	0	0	7
Dev	0	0	75
Total	1	51	766

Ex	2	0	0
Grow	0	0	0
Com	2	0	0
Dev	0	0	0
Total	2	0	0

Ex	216	113	0
Grow	15	8	0
Com	0	0	0
Dev	25	0	0
Total	256	121	0

Ex	461	0	205
Grow	32	0	14
Com	7	0	0
Dev	42	0	28
Total	542	0	247

Ex	228	134
Grow	16	9
Com	0	0
Dev	11	6
Total	255	149

Ex	664	421	0	0	0	0
Grow	46	29	0	0	0	0
Com	1	1	0	0	0	0
Dev	0	0	64	100	109	70
Total	711	451	64	100	109	70

Ex	542	833	153
Grow	38	58	11
Com	7	0	0
Dev	70	100	0
Total	657	991	164

Ex	862	671	25
Grow	60	47	2
Com	7	7	0
Dev	100	70	0
Total	1009	795	27

Ex	136	751	235
Grow	10	52	16
Com	0	7	0
Dev	0	100	1
Total	146	903	251

Ex	0	10	525	118
Grow	0	1	37	8
Com	0	0	0	0
Dev	0	0	0	15
Total	0	11	562	142

Ex	121	325
Grow	8	22
Com	0	1
Dev	0	64
Total	129	412

Ex	42	486
Grow	3	34
Com	0	1
Dev	0	109
Total	45	630

P1	INITIAL ISSUE	07.12.20	JBr CV

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Project: Nutfield Green Park

Drawing: AM Existing (2020), plus Grwoth (2029), plus Committed, plus Development Flows

Scales: NTS

Drawn: JBr DEC 20

Checked: CV

Drawing No.: A20255-02

Rev.: P1

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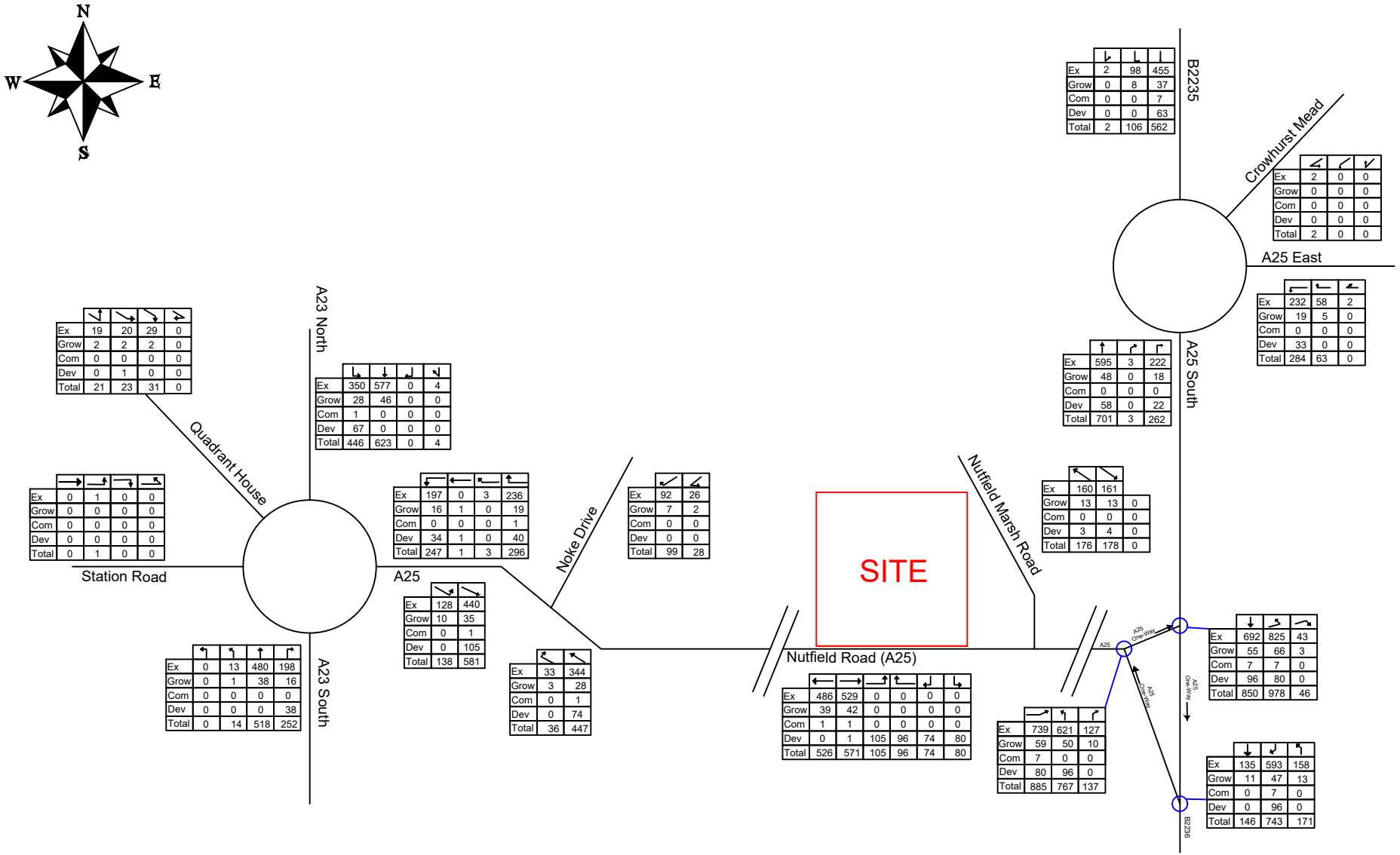

Ex	19	20	29	0
Grow	2	2	2	0
Com	0	0	0	0
Dev	0	1	0	0
Total	21	23	31	0

Ex	350	577	0	4
Grow	28	46	0	0
Com	1	0	0	0
Dev	67	0	0	0
Total	446	623	0	4

Ex	0	1	0	0
Grow	0	0	0	0
Com	0	0	0	0
Dev	0	0	0	0
Total	0	1	0	0

Ex	197	0	3	236
Grow	16	1	0	19
Com	0	0	0	1
Dev	34	1	0	40
Total	247	1	3	296

Ex	92	26
Grow	7	2
Com	0	0
Dev	0	0
Total	99	28

Ex	0	13	480	198
Grow	0	1	38	16
Com	0	0	0	0
Dev	0	0	0	38
Total	0	14	518	252

Ex	128	440
Grow	10	35
Com	0	1
Dev	0	105
Total	138	581

Ex	33	344
Grow	3	28
Com	0	1
Dev	0	74
Total	36	447

Ex	486	529	0	0	0	0
Grow	39	42	0	0	0	0
Com	1	1	0	0	0	0
Dev	0	1	105	96	74	80
Total	526	571	105	96	74	80

Ex	739	621	127
Grow	59	50	10
Com	7	0	0
Dev	80	96	0
Total	885	767	137

Ex	160	161	
Grow	13	13	0
Com	0	0	0
Dev	3	4	0
Total	176	178	0

Ex	595	3	222
Grow	48	0	18
Com	0	0	0
Dev	58	0	22
Total	701	3	262

Ex	2	98	455
Grow	0	8	37
Com	0	0	7
Dev	0	0	63
Total	2	106	562

Ex	2	0	0
Grow	0	0	0
Com	0	0	0
Dev	0	0	0
Total	2	0	0

Ex	232	58	2
Grow	19	5	0
Com	0	0	0
Dev	33	0	0
Total	284	63	0

Ex	692	825	43
Grow	55	66	3
Com	7	7	0
Dev	96	80	0
Total	850	978	46

Ex	135	593	158
Grow	11	47	13
Com	0	7	0
Dev	0	96	0
Total	146	743	171

P1	INITIAL ISSUE	09.12.20

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Client: Nutfield Park Developments Ltd

Project: Nutfield Green Park

Drawing: PM Existing (2020), plus Growth (2029), plus Committed, plus Development Flows

Scales: NTS

Drawn: JBr NOV 20

Checked: CV

Drawing No.: A20255-03

Rev.: P1

Appendix N

TEMPRO Growth Factors

Growth Factor

Area Description		All purposes	
Level	Name	Production	Attraction
Authority	Reigate and Banstead	1.0717	1.0685

Future Year - Base Year

Area Description		All purposes	
Level	Name	Production	Attraction
Authority	Reigate and Banstead	2,422	2,453

Base Year

Area Description		All purposes	
Level	Name	Production	Attraction
Authority	Reigate and Banstead	33,757	35,818

Future Year

Area Description		All purposes	
Level	Name	Production	Attraction
Authority	Reigate and Banstead	36,179	38,271

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2020
Future Year:	2029
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Production/Attraction
Alternative Assumptions Applied:	No

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2020
Future Year:	2029
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Production/Attraction
Alternative Assumptions Applied:	No

Growth Factor

Area Description		All purposes	
Level	Name	Production	Attraction
Authority	Reigate and Banstead	1.0827	1.0765

Future Year - Base Year

Area Description		All purposes	
Level	Name	Production	Attraction
Authority	Reigate and Banstead	1,081	963

Base Year

Area Description		All purposes	
Level	Name	Production	Attraction
Authority	Reigate and Banstead	13,074	12,592

Future Year

Area Description		All purposes	
Level	Name	Production	Attraction
Authority	Reigate and Banstead	14,155	13,554

Appendix P

Proposed Site Roundabout Junctions 8 Report

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Proposed Roundabout.arc8
Path: G:\2020\A20255 Nutfield Park\10 Traffic and Transport\Junctions Modelling\Proposed Site Roundabout
Report generation date: 21/01/2021 11:47:37

« 2020, AM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2020									
Arm 1	4.19	17.48	0.80	C	13 %	1.64	8.72	0.60	A	45 %
Arm 2	0.97	6.23	0.47	A		1.76	8.59	0.62	A	
Arm 3	0.28	5.09	0.20	A	[Arm 1]	0.25	5.43	0.19	A	[Arm 2]

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2020, AM " model duration: 08:00 - 09:30
"D2 - 2020, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 21/01/2021 11:47:33

File summary

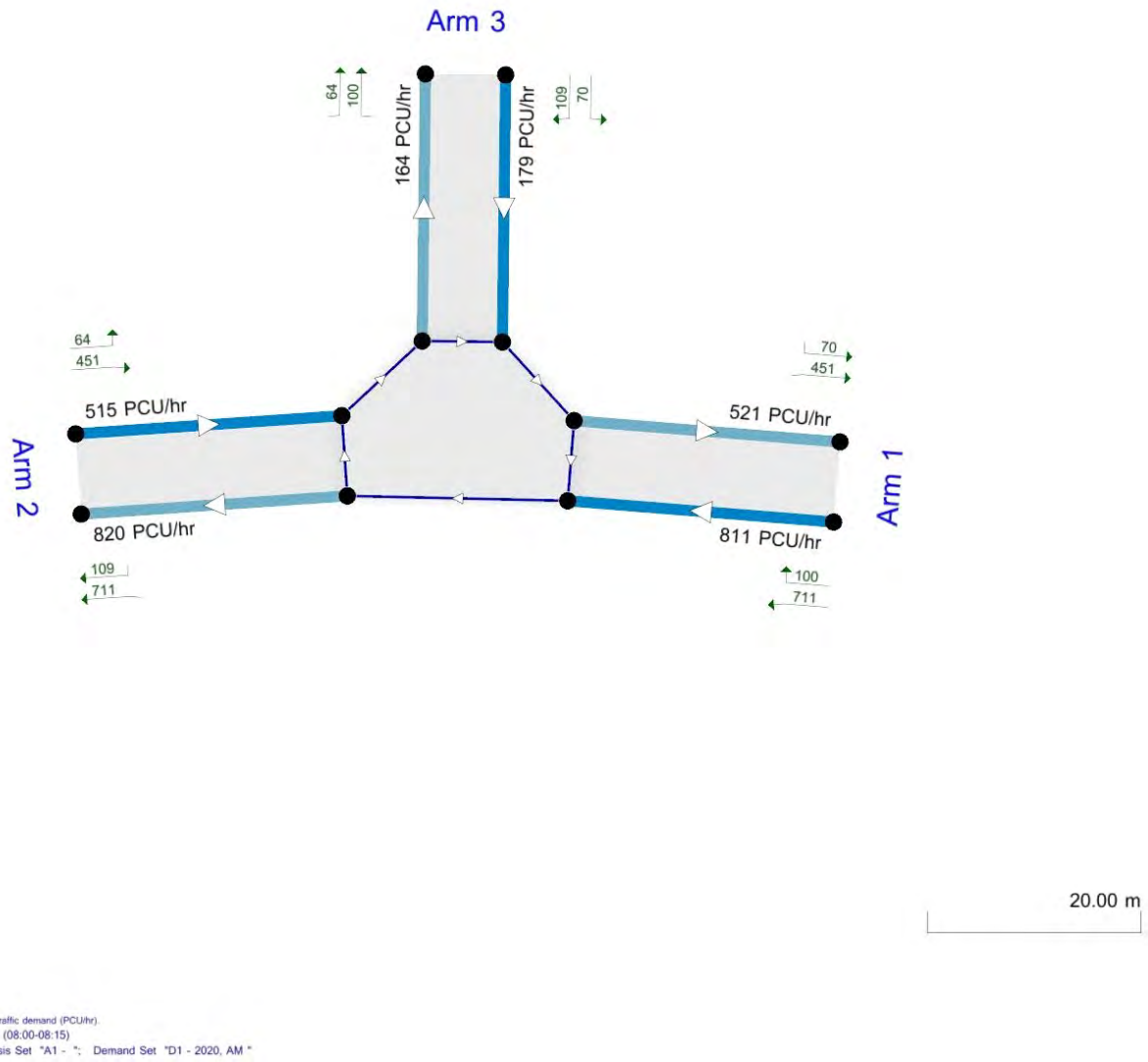
Title	(untitled)
Location	
Site Number	
Date	30/11/2020
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of ARCADY.

2020, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, AM	2020	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	Nutfield Park Eastern Roundabout	Roundabout	1,2,3			12.16	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	13	Arm 1

Arms

Arms

Arm	Arm	Name	Description
1	1	A25 East	
2	2	A25 West	
3	3	Site Entry/Exit	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.88	4.50	7.08	32.26	32.00	28.37	
2	3.25	4.50	8.22	23.28	32.00	25.89	
3	3.25	4.50	6.91	40.29	32.00	28.71	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.558	1184.035
2		(calculated)	(calculated)	0.574	1265.741
3		(calculated)	(calculated)	0.575	1260.276

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
✓		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	811.00	100.000
2	ONE HOUR	✓	515.00	100.000
3	ONE HOUR	✓	179.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	711.000	100.000
	2	451.000	0.000	64.000
	3	70.000	109.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.00	0.88	0.12
	2	0.88	0.00	0.12
	3	0.39	0.61	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.100	1.100	1.100
	2	1.100	1.100	1.100
	3	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	10.0	10.0	10.0
	2	10.0	10.0	10.0
	3	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.80	17.48	4.19	C
2	0.47	6.23	0.97	A
3	0.20	5.09	0.28	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	610.56	605.56	81.68	0.00	1138.46	0.536	1.25	7.365	A
2	387.72	385.69	74.67	0.00	1222.91	0.317	0.51	4.718	A
3	134.76	134.13	337.76	0.00	1066.06	0.126	0.16	4.246	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	729.07	726.29	97.88	0.00	1129.42	0.646	1.95	9.753	A
2	462.97	462.32	89.55	0.00	1214.37	0.381	0.67	5.261	A
3	160.92	160.74	404.86	0.00	1027.48	0.157	0.20	4.567	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	892.93	884.60	119.83	0.00	1117.17	0.799	4.03	16.451	C
2	567.03	565.84	109.08	0.00	1203.17	0.471	0.97	6.202	A
3	197.08	196.79	495.52	0.00	975.35	0.202	0.28	5.086	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	892.93	892.28	120.01	0.00	1117.08	0.799	4.19	17.481	C
2	567.03	567.00	110.02	0.00	1202.62	0.471	0.97	6.229	A
3	197.08	197.08	496.54	0.00	974.77	0.202	0.28	5.091	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	729.07	737.57	98.16	0.00	1129.26	0.646	2.06	10.319	B
2	462.97	464.13	90.95	0.00	1213.57	0.382	0.68	5.291	A
3	160.92	161.21	406.46	0.00	1026.56	0.157	0.21	4.577	A

Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	610.56	613.64	82.17	0.00	1138.19	0.536	1.30	7.595	A
2	387.72	388.40	75.66	0.00	1222.34	0.317	0.51	4.753	A
3	134.76	134.94	340.13	0.00	1064.70	0.127	0.16	4.261	A

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: Proposed Roundabout.arc8
Path: G:\2020\A20255 Nutfield Park\10 Traffic and Transport\Junctions Modelling\Proposed Site Roundabout
Report generation date: 16/12/2020 11:37:30

« 2020, PM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2020									
Arm 1	4.19	17.48	0.80	C	13 %	1.64	8.72	0.60	A	45 %
Arm 2	0.97	6.23	0.47	A		1.76	8.59	0.62	A	
Arm 3	0.28	5.09	0.20	A	[Arm 1]	0.25	5.43	0.19	A	[Arm 2]

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2020, AM" model duration: 08:00 - 09:30
"D2 - 2020, PM " model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 16/12/2020 11:37:28

File summary

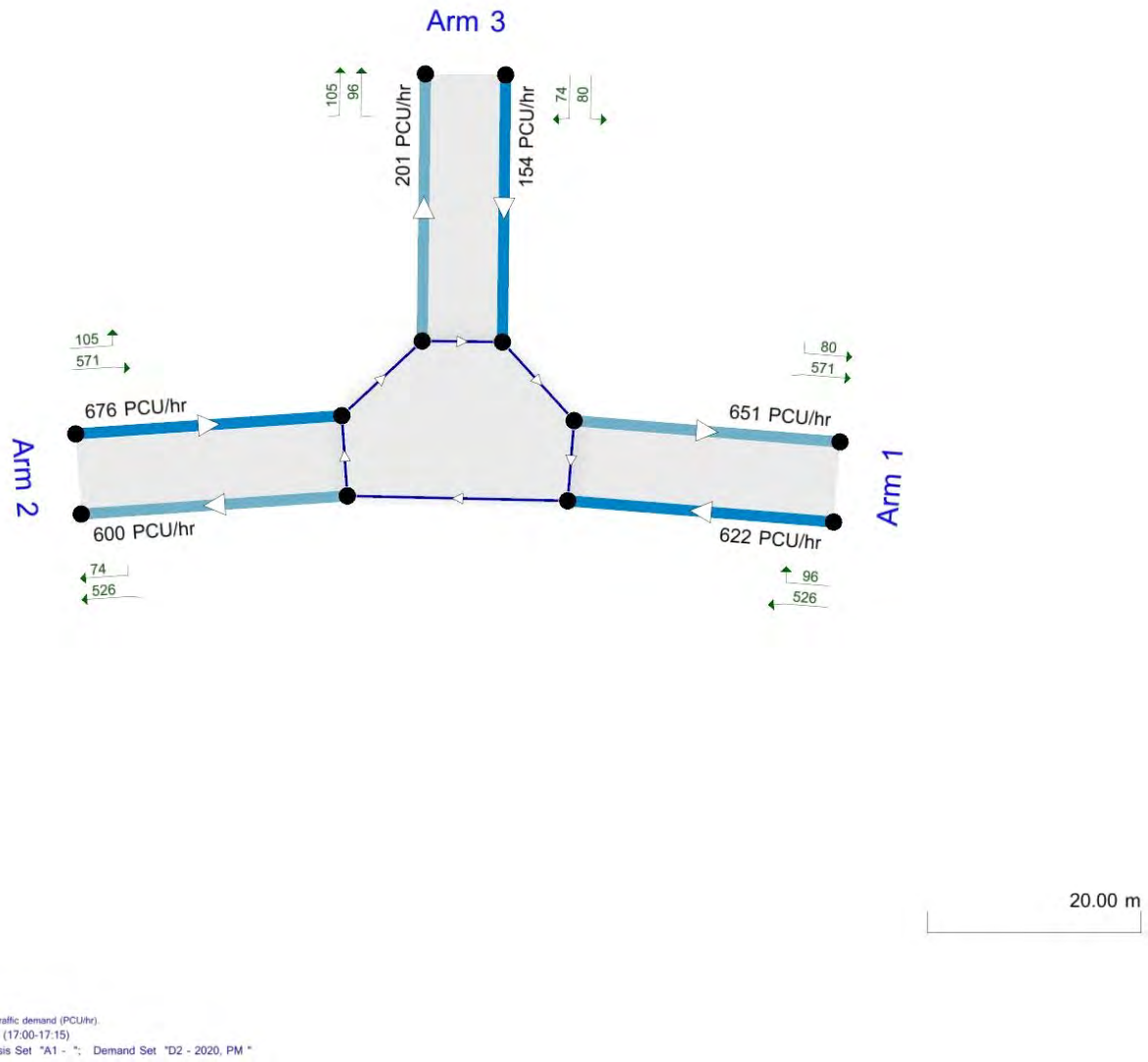
Title	(untitled)
Location	
Site Number	
Date	30/11/2020
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of ARCADY.

2020, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, PM	2020	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	Nutfield Park Eastern Roundabout	Roundabout	1,2,3			8.31	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	45	Arm 2

Arms

Arms

Arm	Arm	Name	Description
1	1	A25 East	
2	2	A25 West	
3	3	Site Entry/Exit	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.88	4.50	7.08	32.26	32.00	28.37	
2	3.25	4.50	8.22	23.28	32.00	25.89	
3	3.25	4.50	6.91	40.29	32.00	28.71	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.558	1184.035
2		(calculated)	(calculated)	0.574	1265.741
3		(calculated)	(calculated)	0.575	1260.276

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
✓		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	622.00	100.000
2	ONE HOUR	✓	676.00	100.000
3	ONE HOUR	✓	154.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	526.000	96.000
	2	571.000	0.000	105.000
	3	80.000	74.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.00	0.85	0.15
	2	0.84	0.00	0.16
	3	0.52	0.48	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.100	1.100	1.100
	2	1.100	1.100	1.100
	3	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	10.0	10.0	10.0
	2	10.0	10.0	10.0
	3	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.60	8.72	1.64	A
2	0.62	8.59	1.76	A
3	0.19	5.43	0.25	A

Main Results for each time segment

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	468.27	465.30	55.44	0.00	1153.10	0.406	0.74	5.734	A
2	508.93	505.83	71.81	0.00	1224.54	0.416	0.77	5.487	A
3	115.94	115.37	427.26	0.00	1014.60	0.114	0.14	4.401	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	559.17	558.01	66.44	0.00	1146.96	0.488	1.03	6.709	A
2	607.71	606.47	86.12	0.00	1216.33	0.500	1.08	6.480	A
3	138.44	138.28	512.27	0.00	965.72	0.143	0.18	4.784	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	684.83	682.47	81.34	0.00	1138.65	0.601	1.62	8.635	A
2	744.29	741.69	105.33	0.00	1205.31	0.618	1.73	8.494	A
3	169.56	169.28	626.48	0.00	900.05	0.188	0.25	5.419	A

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	684.83	684.76	81.47	0.00	1138.58	0.601	1.64	8.721	A
2	744.29	744.21	105.69	0.00	1205.11	0.618	1.76	8.587	A
3	169.56	169.55	628.61	0.00	898.82	0.189	0.25	5.429	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	559.17	561.48	66.66	0.00	1146.84	0.488	1.06	6.793	A
2	607.71	610.27	86.66	0.00	1216.03	0.500	1.11	6.566	A
3	138.44	138.72	515.48	0.00	963.87	0.144	0.19	4.802	A

Main results: (18:15-18:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	468.27	469.48	55.79	0.00	1152.91	0.406	0.76	5.806	A
2	508.93	510.22	72.46	0.00	1224.17	0.416	0.79	5.558	A
3	115.94	116.11	430.97	0.00	1012.47	0.115	0.14	4.420	A

Appendix Q

Proposed Northern Access Junctions 8 Report

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: Nutfield Park Northern Access Point AM and PM.arc8
Path: G:\2020\A20255 Nutfield Park\10 Traffic and Transport\Junctions Modelling\Proposed North Access
Report generation date: 07/12/2020 12:54:38

« 2020, AM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2020				
Stream B-AC	0.04	8.12	0.04	A	351 % [Stream B-AC]
Stream C-A	-	-	-	-	
Stream C-B	0.01	7.34	0.01	A	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2020, AM " model duration: 08:00 - 09:30
"D2 - 2020, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 07/12/2020 12:54:35

File summary

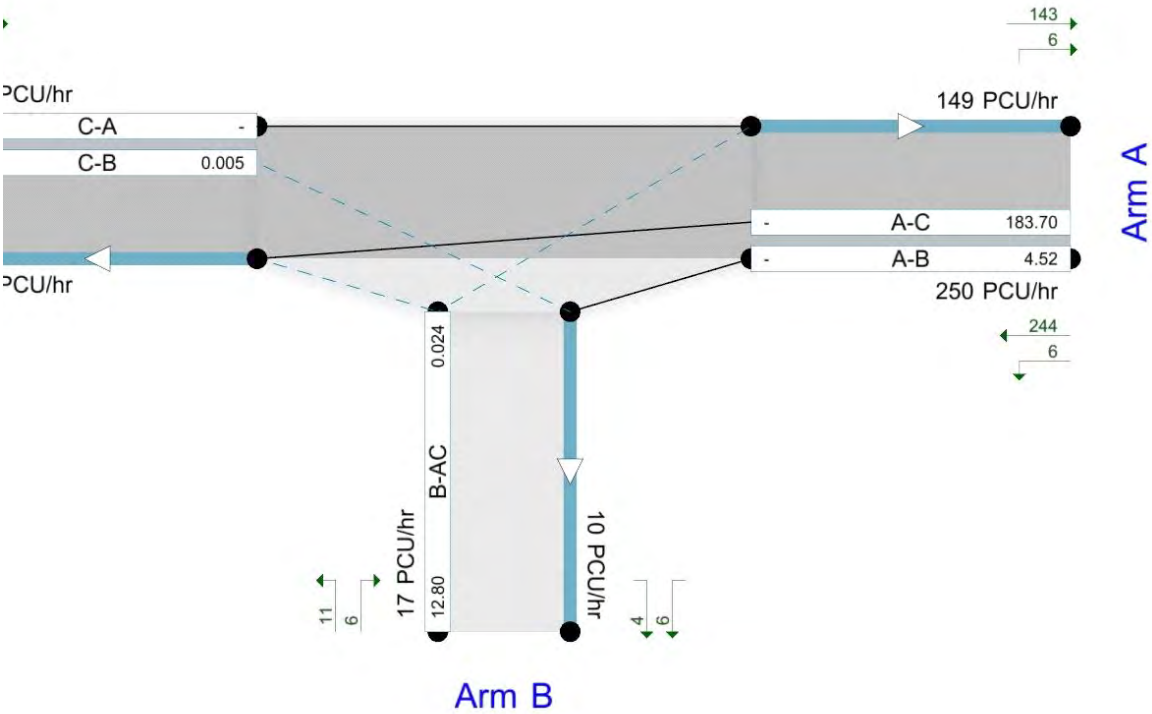
Title	Nutfield Green Paek
Location	Northern Entrance
Site Number	
Date	02/12/2020
Version	1.0
Status	
Identifier	
Client	
Jobnumber	A20255
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	mph	PCU	PCU	perHour	s	-Min	perMin



Showing original traffic demand (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
Time Segment: (08:00-08:15)
Showing Analysis Set "A1 - "; Demand Set "D1 - 2020, AM "

The junction diagram reflects the last run of ARCADY.

2020, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, AM	2020	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	7.97	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	351	Stream B-AC

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Nutfield Marsh Road (E)		Major
B	B	Site Access		Minor
C	C	Nutfield Marsh Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	60.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										17	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	499.864	0.091	0.230	0.145	0.329
1	B-C	645.443	0.099	0.250	-	-
1	C-B	608.710	0.236	0.236	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
✓		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	250.00	100.000
B	ONE HOUR	✓	17.00	100.000
C	ONE HOUR	✓	147.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	6.000	244.000
	B	6.000	0.000	11.000
	C	143.000	4.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.35	0.00	0.65
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	8.12	0.04	A
C-A	-	-	-	-
C-B	0.01	7.34	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.80	12.69	0.00	531.58	0.024	0.03	7.629	A
C-A	107.66	107.66	0.00	-	-	-	-	-
C-B	3.01	2.99	0.00	564.32	0.005	0.01	7.054	A
A-B	4.52	4.52	0.00	-	-	-	-	-
A-C	183.70	183.70	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.28	15.26	0.00	521.07	0.029	0.03	7.829	A
C-A	128.55	128.55	0.00	-	-	-	-	-
C-B	3.60	3.59	0.00	555.70	0.006	0.01	7.171	A
A-B	5.39	5.39	0.00	-	-	-	-	-
A-C	219.35	219.35	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.72	18.68	0.00	506.48	0.037	0.04	8.118	A
C-A	157.45	157.45	0.00	-	-	-	-	-
C-B	4.40	4.40	0.00	543.79	0.008	0.01	7.340	A
A-B	6.61	6.61	0.00	-	-	-	-	-
A-C	268.65	268.65	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.72	18.72	0.00	506.47	0.037	0.04	8.118	A
C-A	157.45	157.45	0.00	-	-	-	-	-
C-B	4.40	4.40	0.00	543.79	0.008	0.01	7.340	A
A-B	6.61	6.61	0.00	-	-	-	-	-
A-C	268.65	268.65	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.28	15.32	0.00	521.07	0.029	0.03	7.830	A
C-A	128.55	128.55	0.00	-	-	-	-	-
C-B	3.60	3.60	0.00	555.70	0.006	0.01	7.171	A
A-B	5.39	5.39	0.00	-	-	-	-	-
A-C	219.35	219.35	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.80	12.82	0.00	531.58	0.024	0.03	7.635	A
C-A	107.66	107.66	0.00	-	-	-	-	-
C-B	3.01	3.02	0.00	564.32	0.005	0.01	7.054	A
A-B	4.52	4.52	0.00	-	-	-	-	-
A-C	183.70	183.70	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: Nutfield Park Northern Access Point AM and PM.arc8
Path: G:\2020\A20255 Nutfield Park\10 Traffic and Transport\Junctions Modelling\Proposed North Access
Report generation date: 07/12/2020 13:01:37

« 2020, PM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2020				
Stream B-AC	0.02	8.30	0.02	A	426 % [Stream B-AC]
Stream C-A	-	-	-	-	
Stream C-B	0.02	7.16	0.02	A	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2020, AM" model duration: 08:00 - 09:30
"D2 - 2020, PM " model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 07/12/2020 13:01:33

File summary

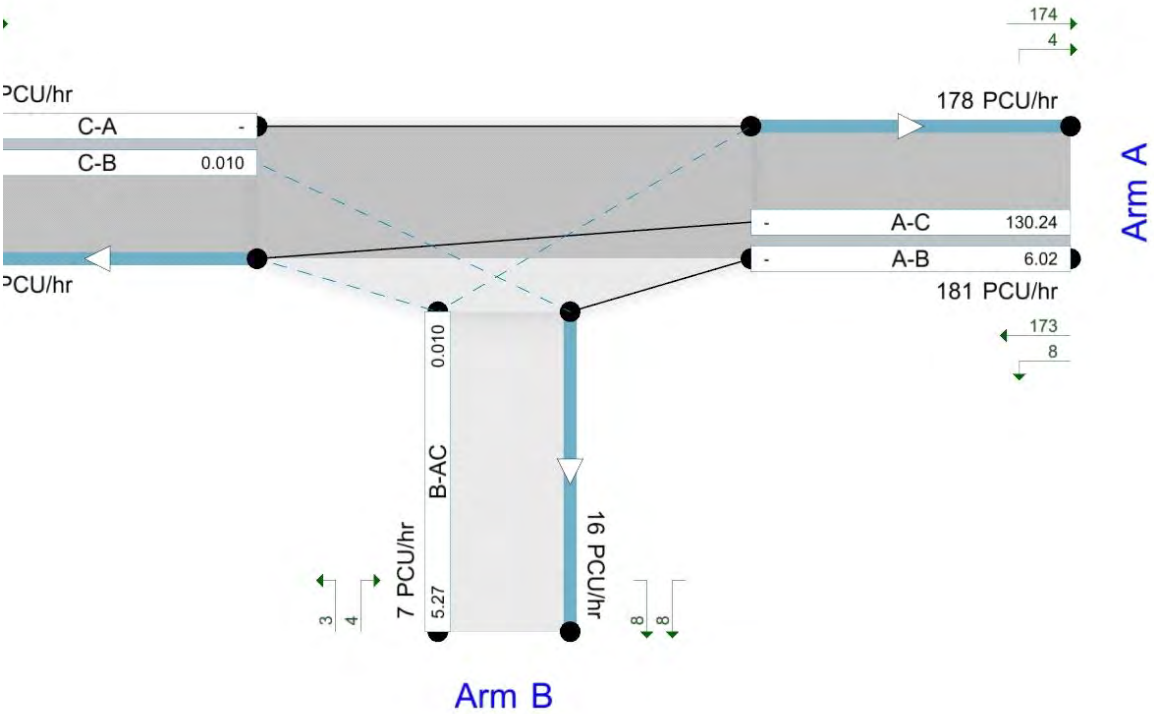
Title	Nutfield Green Paek
Location	Northern Entrance
Site Number	
Date	02/12/2020
Version	1.0
Status	
Identifier	
Client	
Jobnumber	A20255
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	mph	PCU	PCU	perHour	s	-Min	perMin



Showing original traffic demand (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
Time Segment: (17:00-17:15)
Showing Analysis Set "A1 - "; Demand Set "D2 - 2020, PM "

The junction diagram reflects the last run of ARCADY.

2020, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, PM	2020	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	7.69	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	426	Stream B-AC

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Nutfield Marsh Road (E)		Major
B	B	Site Access		Minor
C	C	Nutfield Marsh Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	60.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										17	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	499.864	0.091	0.230	0.145	0.329
1	B-C	645.443	0.099	0.250	-	-
1	C-B	608.710	0.236	0.236	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	181.00	100.000
B	ONE HOUR	✓	7.00	100.000
C	ONE HOUR	✓	182.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	8.000	173.000
	B	4.000	0.000	3.000
	C	174.000	8.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.57	0.00	0.43
	C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.30	0.02	A
C-A	-	-	-	-
C-B	0.02	7.16	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	5.27	5.22	0.00	506.50	0.010	0.01	7.900	A
C-A	131.00	131.00	0.00	-	-	-	-	-
C-B	6.02	5.98	0.00	576.57	0.010	0.01	6.939	A
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	130.24	130.24	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.29	6.28	0.00	497.30	0.013	0.01	8.064	A
C-A	156.42	156.42	0.00	-	-	-	-	-
C-B	7.19	7.18	0.00	570.33	0.013	0.01	7.031	A
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	155.52	155.52	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.71	7.69	0.00	484.54	0.016	0.02	8.304	A
C-A	191.58	191.58	0.00	-	-	-	-	-
C-B	8.81	8.79	0.00	561.71	0.016	0.02	7.161	A
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	190.48	190.48	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.71	7.71	0.00	484.54	0.016	0.02	8.304	A
C-A	191.58	191.58	0.00	-	-	-	-	-
C-B	8.81	8.81	0.00	561.71	0.016	0.02	7.161	A
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	190.48	190.48	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.29	6.31	0.00	497.29	0.013	0.01	8.066	A
C-A	156.42	156.42	0.00	-	-	-	-	-
C-B	7.19	7.20	0.00	570.33	0.013	0.01	7.034	A
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	155.52	155.52	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	5.27	5.28	0.00	506.48	0.010	0.01	7.900	A
C-A	131.00	131.00	0.00	-	-	-	-	-
C-B	6.02	6.03	0.00	576.57	0.010	0.01	6.940	A
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	130.24	130.24	0.00	-	-	-	-	-

Appendix R

Godstone Roundabout Junctions 8 Report

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: Godstone Roundabout 2020.arc8
Path: G:\2020\A20255 Nutfield Park\10 Traffic and Transport\Junctions Modelling\Godstone Roundabout
Report generation date: 04/12/2020 13:49:22

« 2021, AM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Direct/Resultant Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2021									
A25 East	0.29	2.92	0.23	A	68 % [B2335]	0.22	2.52	0.18	A	84 % [A25 South]
A25 South	0.73	3.58	0.42	A		1.03	4.11	0.51	A	
B2335	1.08	5.15	0.52	A		0.73	4.33	0.42	A	
Crowhurst Mead	0.00	0.00	0.00	A		0.00	0.00	0.00	A	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2021, AM " model duration: 08:00 - 09:30
"D2 - 2021, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 04/12/2020 13:49:18

File summary

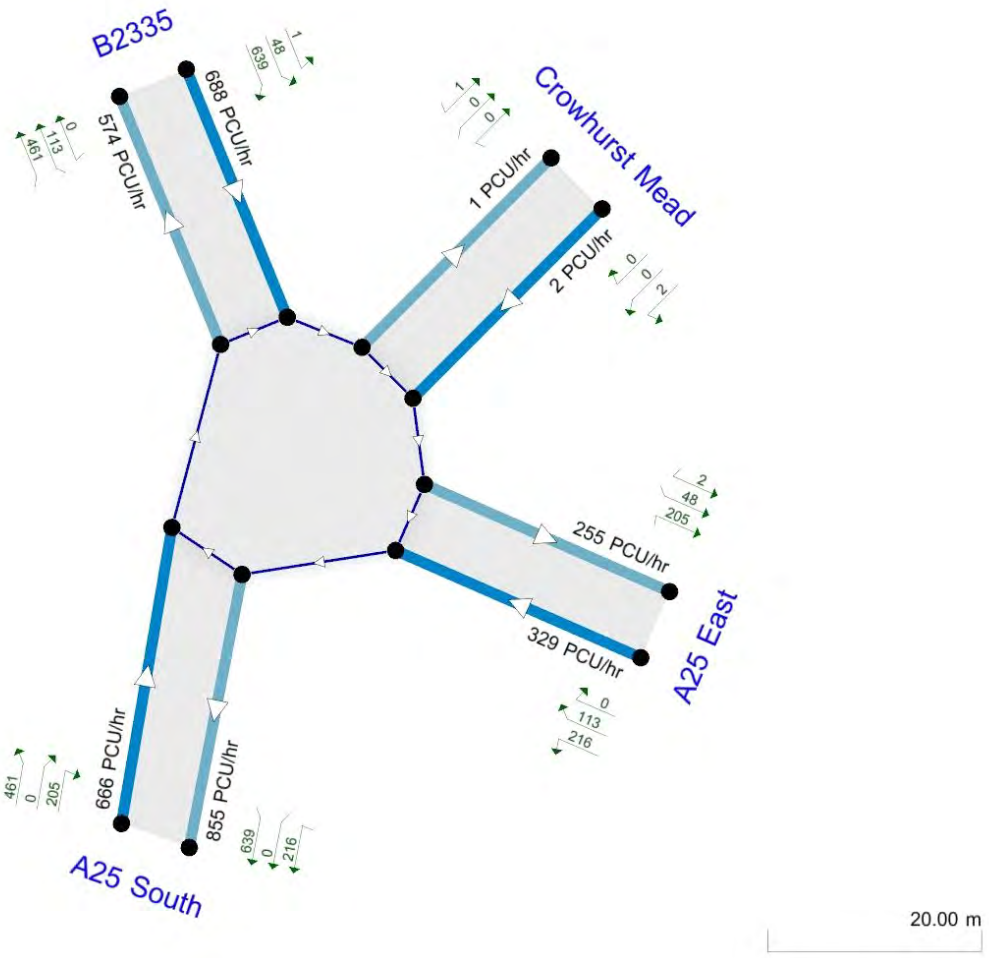
Title	Nutfield Park Junctions
Location	Godstone Roundabout
Site Number	
Date	05/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing original traffic demand (PCU/hr).
Time Segment: (08:00-08:15)
Showing Analysis Set "A1 - "; Demand Set "D1 - 2021, AM "

The junction diagram reflects the last run of ARCADY.

2021, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021, AM	2021	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	untitled	Roundabout	1,2,3,4			4.09	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	68	B2335

Arms

Arms

Name	Arm	Name	Description
A25 East	1	A25 East	
A25 South	2	A25 South	
B2335	3	B2335	
Crowhurst Mead	4	Crowhurst Mead	Small Residentil Cul-de-sac

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A25 East	0.00	99999.00
A25 South	0.00	99999.00
B2335	0.00	99999.00
Crowhurst Mead	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A25 East	6.48	7.00	1.00	18.00	34.31	13.50	
A25 South	5.41	7.20	2.21	11.36	34.31	14.00	
B2335	5.30	5.30	0.00	9.02	34.31	14.00	
Crowhurst Mead	3.10	4.80	6.50	12.17	34.31	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A25 East		(calculated)	(calculated)	0.755	2127.398
A25 South		(calculated)	(calculated)	0.683	1823.042
B2335		(calculated)	(calculated)	0.631	1599.467
Crowhurst Mead		(calculated)	(calculated)	0.595	1308.313

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	10.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A25 East	ONE HOUR	✓	329.00	100.000
A25 South	ONE HOUR	✓	666.00	100.000
B2335	ONE HOUR	✓	688.00	100.000
Crowhurst Mead	ONE HOUR	✓	2.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A25 East	247.69	247.69		
08:00-08:15	A25 South	501.40	501.40		
08:00-08:15	B2335	517.96	517.96		
08:00-08:15	Crowhurst Mead	0.00	0.00		
08:15-08:30	A25 East	295.76	295.76		
08:15-08:30	A25 South	598.72	598.72		
08:15-08:30	B2335	618.50	618.50		
08:15-08:30	Crowhurst Mead	0.00	0.00		
08:30-08:45	A25 East	362.24	362.24		
08:30-08:45	A25 South	733.28	733.28		
08:30-08:45	B2335	757.50	757.50		
08:30-08:45	Crowhurst Mead	0.00	0.00		
08:45-09:00	A25 East	362.24	362.24		
08:45-09:00	A25 South	733.28	733.28		
08:45-09:00	B2335	757.50	757.50		
08:45-09:00	Crowhurst Mead	0.00	0.00		
09:00-09:15	A25 East	295.76	295.76		
09:00-09:15	A25 South	598.72	598.72		
09:00-09:15	B2335	618.50	618.50		
09:00-09:15	Crowhurst Mead	0.00	0.00		
09:15-09:30	A25 East	247.69	247.69		
09:15-09:30	A25 South	501.40	501.40		
09:15-09:30	B2335	517.96	517.96		
09:15-09:30	Crowhurst Mead	0.00	0.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	0.000	216.000	113.000	0.000
	A25 South	205.000	0.000	461.000	0.000
	B2335	48.000	639.000	0.000	1.000
	Crowhurst Mead	2.000	0.000	0.000	0.000

Turning Proportions (PCU) - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	0.00	0.66	0.34	0.00
	A25 South	0.31	0.00	0.69	0.00
	B2335	0.07	0.93	0.00	0.00
	Crowhurst Mead	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	1.000	1.000	1.000	1.000
	A25 South	1.000	1.000	1.000	1.000
	B2335	1.000	1.000	1.000	1.000
	Crowhurst Mead	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	0.0	0.0	0.0	0.0
	A25 South	0.0	0.0	0.0	0.0
	B2335	0.0	0.0	0.0	0.0
	Crowhurst Mead	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A25 East	0.23	2.92	0.29	A
A25 South	0.42	3.58	0.73	A
B2335	0.52	5.15	1.08	A
Crowhurst Mead	0.00	0.00	0.00	A

Main Results for each time segment

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	247.69	247.04	479.13	0.00	1765.51	0.140	0.16	2.369	A
A25 South	501.40	499.82	84.85	0.00	1765.07	0.284	0.40	2.841	A
B2335	517.96	515.87	153.85	0.00	1502.39	0.345	0.52	3.641	A
Crowhurst Mead	0.00	0.00	668.97	0.00	909.98	0.000	0.00	0.000	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	295.76	295.57	573.75	0.00	1694.04	0.175	0.21	2.574	A
A25 South	598.72	598.24	101.52	0.00	1753.68	0.341	0.52	3.113	A
B2335	618.50	617.75	184.14	0.00	1483.28	0.417	0.71	4.156	A
Crowhurst Mead	0.00	0.00	801.00	0.00	831.37	0.000	0.00	0.000	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	362.24	361.91	702.21	0.00	1597.02	0.227	0.29	2.914	A
A25 South	733.28	732.44	124.30	0.00	1738.12	0.422	0.72	3.576	A
B2335	757.50	756.06	225.45	0.00	1457.21	0.520	1.07	5.124	A
Crowhurst Mead	0.00	0.00	980.41	0.00	724.54	0.000	0.00	0.000	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	362.24	362.23	703.53	0.00	1596.02	0.227	0.29	2.917	A
A25 South	733.28	733.27	124.41	0.00	1738.04	0.422	0.73	3.582	A
B2335	757.50	757.48	225.71	0.00	1457.05	0.520	1.08	5.145	A
Crowhurst Mead	0.00	0.00	982.08	0.00	723.54	0.000	0.00	0.000	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	295.76	296.09	575.77	0.00	1692.52	0.175	0.21	2.578	A
A25 South	598.72	599.55	101.70	0.00	1753.56	0.341	0.52	3.121	A
B2335	618.50	619.92	184.54	0.00	1483.03	0.417	0.72	4.179	A
Crowhurst Mead	0.00	0.00	803.56	0.00	829.84	0.000	0.00	0.000	A

Main results: (09:15-09:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	247.69	247.88	481.78	0.00	1763.51	0.140	0.16	2.376	A
A25 South	501.40	501.89	85.14	0.00	1764.87	0.284	0.40	2.850	A
B2335	517.96	518.73	154.49	0.00	1501.99	0.345	0.53	3.666	A
Crowhurst Mead	0.00	0.00	672.46	0.00	907.90	0.000	0.00	0.000	A

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: Godstone Roundabout Growth.arc8
Path: G:\2020\A20255 Nutfield Park\10 Traffic and Transport\Junctions Modelling\Godstone Roundabout
Report generation date: 11/12/2020 14:42:47

« Growth, PM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Direct/Resultant Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Growth									
A25 East	0.33	3.07	0.25	A	57 % [B2335]	0.25	2.63	0.20	A	70 % [A25 South]
A25 South	0.82	3.80	0.45	A		1.21	4.51	0.55	A	
B2335	1.26	5.65	0.56	A		0.86	4.68	0.46	A	
Crowhurst Mead	0.00	0.00	0.00	A		0.00	0.00	0.00	A	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - Growth, AM" model duration: 08:00 - 09:30
"D2 - Growth, PM " model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 11/12/2020 14:42:44

File summary

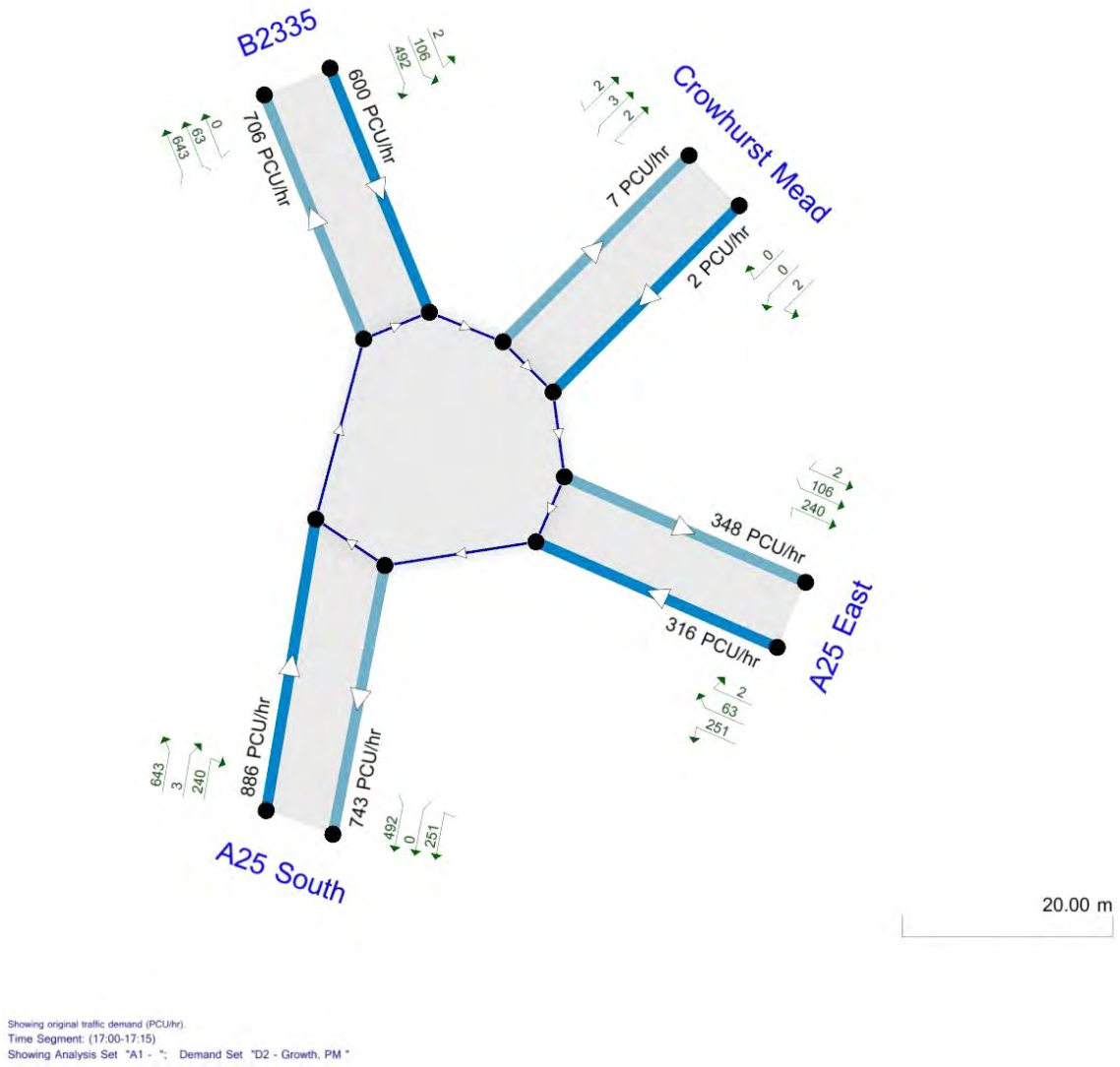
Title	Nutfield Park Junctions
Location	Godstone Roundabout
Site Number	
Date	05/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of ARCADY.

Growth, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Growth, PM	Growth	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	untitled	Roundabout	1,2,3,4			4.24	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	70	A25 South

Arms

Arms

Name	Arm	Name	Description
A25 East	1	A25 East	
A25 South	2	A25 South	
B2335	3	B2335	
Crowhurst Mead	4	Crowhurst Mead	Small Residentil Cul-de-sac

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A25 East	0.00	99999.00
A25 South	0.00	99999.00
B2335	0.00	99999.00
Crowhurst Mead	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A25 East	6.48	7.00	1.00	18.00	34.31	13.50	
A25 South	5.41	7.20	2.21	11.36	34.31	14.00	
B2335	5.30	5.30	0.00	9.02	34.31	14.00	
Crowhurst Mead	3.10	4.80	6.50	12.17	34.31	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A25 East		(calculated)	(calculated)	0.755	2127.398
A25 South		(calculated)	(calculated)	0.683	1823.042
B2335		(calculated)	(calculated)	0.631	1599.467
Crowhurst Mead		(calculated)	(calculated)	0.595	1308.313

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A25 East	ONE HOUR	✓	316.00	100.000
A25 South	ONE HOUR	✓	886.00	100.000
B2335	ONE HOUR	✓	600.00	100.000
Crowhurst Mead	ONE HOUR	✓	2.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A25 East	237.90	237.90		
17:00-17:15	A25 South	667.03	667.03		
17:00-17:15	B2335	451.71	451.71		
17:00-17:15	Crowhurst Mead	0.00	0.00		
17:15-17:30	A25 East	284.08	284.08		
17:15-17:30	A25 South	796.50	796.50		
17:15-17:30	B2335	539.39	539.39		
17:15-17:30	Crowhurst Mead	0.00	0.00		
17:30-17:45	A25 East	347.92	347.92		
17:30-17:45	A25 South	975.50	975.50		
17:30-17:45	B2335	660.61	660.61		
17:30-17:45	Crowhurst Mead	0.00	0.00		
17:45-18:00	A25 East	347.92	347.92		
17:45-18:00	A25 South	975.50	975.50		
17:45-18:00	B2335	660.61	660.61		
17:45-18:00	Crowhurst Mead	0.00	0.00		
18:00-18:15	A25 East	284.08	284.08		
18:00-18:15	A25 South	796.50	796.50		
18:00-18:15	B2335	539.39	539.39		
18:00-18:15	Crowhurst Mead	0.00	0.00		
18:15-18:30	A25 East	237.90	237.90		
18:15-18:30	A25 South	667.03	667.03		
18:15-18:30	B2335	451.71	451.71		
18:15-18:30	Crowhurst Mead	0.00	0.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	0.000	251.000	63.000	2.000
	A25 South	240.000	0.000	643.000	3.000
	B2335	106.000	492.000	0.000	2.000
	Crowhurst Mead	2.000	0.000	0.000	0.000

Turning Proportions (PCU) - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	0.00	0.79	0.20	0.01
	A25 South	0.27	0.00	0.73	0.00
	B2335	0.18	0.82	0.00	0.00
	Crowhurst Mead	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	1.000	1.000	1.000	1.000
	A25 South	1.000	1.000	1.000	1.000
	B2335	1.000	1.000	1.000	1.000
	Crowhurst Mead	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	0.0	0.0	0.0	0.0
	A25 South	0.0	0.0	0.0	0.0
	B2335	0.0	0.0	0.0	0.0
	Crowhurst Mead	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A25 East	0.20	2.63	0.25	A
A25 South	0.55	4.51	1.21	A
B2335	0.46	4.68	0.86	A
Crowhurst Mead	0.00	0.00	0.00	A

Main Results for each time segment

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	237.90	237.31	368.98	0.00	1848.71	0.129	0.15	2.234	A
A25 South	667.03	664.66	48.81	0.00	1789.69	0.373	0.59	3.193	A
B2335	451.71	449.97	183.80	0.00	1483.50	0.304	0.44	3.477	A
Crowhurst Mead	0.00	0.00	628.51	0.00	934.07	0.000	0.00	0.000	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	284.08	283.92	441.82	0.00	1793.69	0.158	0.19	2.384	A
A25 South	796.50	795.65	58.40	0.00	1783.14	0.447	0.80	3.642	A
B2335	539.39	538.80	220.02	0.00	1460.64	0.369	0.58	3.902	A
Crowhurst Mead	0.00	0.00	752.53	0.00	860.22	0.000	0.00	0.000	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	347.92	347.66	540.82	0.00	1718.92	0.202	0.25	2.625	A
A25 South	975.50	973.88	71.51	0.00	1774.18	0.550	1.21	4.489	A
B2335	660.61	659.53	269.30	0.00	1429.55	0.462	0.85	4.668	A
Crowhurst Mead	0.00	0.00	921.14	0.00	759.83	0.000	0.00	0.000	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	347.92	347.92	541.69	0.00	1718.26	0.202	0.25	2.626	A
A25 South	975.50	975.48	71.57	0.00	1774.15	0.550	1.21	4.507	A
B2335	660.61	660.60	269.74	0.00	1429.27	0.462	0.86	4.683	A
Crowhurst Mead	0.00	0.00	922.63	0.00	758.94	0.000	0.00	0.000	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	284.08	284.34	443.17	0.00	1792.67	0.158	0.19	2.388	A
A25 South	796.50	798.10	58.49	0.00	1783.08	0.447	0.81	3.662	A
B2335	539.39	540.45	220.69	0.00	1460.22	0.369	0.59	3.918	A
Crowhurst Mead	0.00	0.00	754.84	0.00	858.85	0.000	0.00	0.000	A

Main results: (18:15-18:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	237.90	238.06	370.89	0.00	1847.26	0.129	0.15	2.238	A
A25 South	667.03	667.89	48.97	0.00	1789.59	0.373	0.60	3.213	A
B2335	451.71	452.31	184.69	0.00	1482.94	0.305	0.44	3.496	A
Crowhurst Mead	0.00	0.00	631.72	0.00	932.16	0.000	0.00	0.000	A

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: Godstone Roundabout Commited Growth and Growth.arc8
Path: G:\2020\A20255 Nutfield Park\10 Traffic and Transport\Junctions Modelling\Godstone Roundabout
Report generation date: 11/12/2020 14:27:57

« Commited plus Growth, AM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Direct/Resultant Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Commited plus Growth									
A25 East	0.33	3.09	0.25	A	56 % [B2335]	0.25	2.64	0.20	A	83 % [A25 South]
A25 South	0.84	3.83	0.46	A		1.03	4.13	0.51	A	
B2335	1.29	5.72	0.57	A		0.86	4.65	0.46	A	
Crowhurst Mead	0.00	0.00	0.00	A		0.00	0.00	0.00	A	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - Commited plus Growth, AM " model duration: 08:00 - 09:30
"D2 - Commited plus Growth, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 11/12/2020 14:27:53

File summary

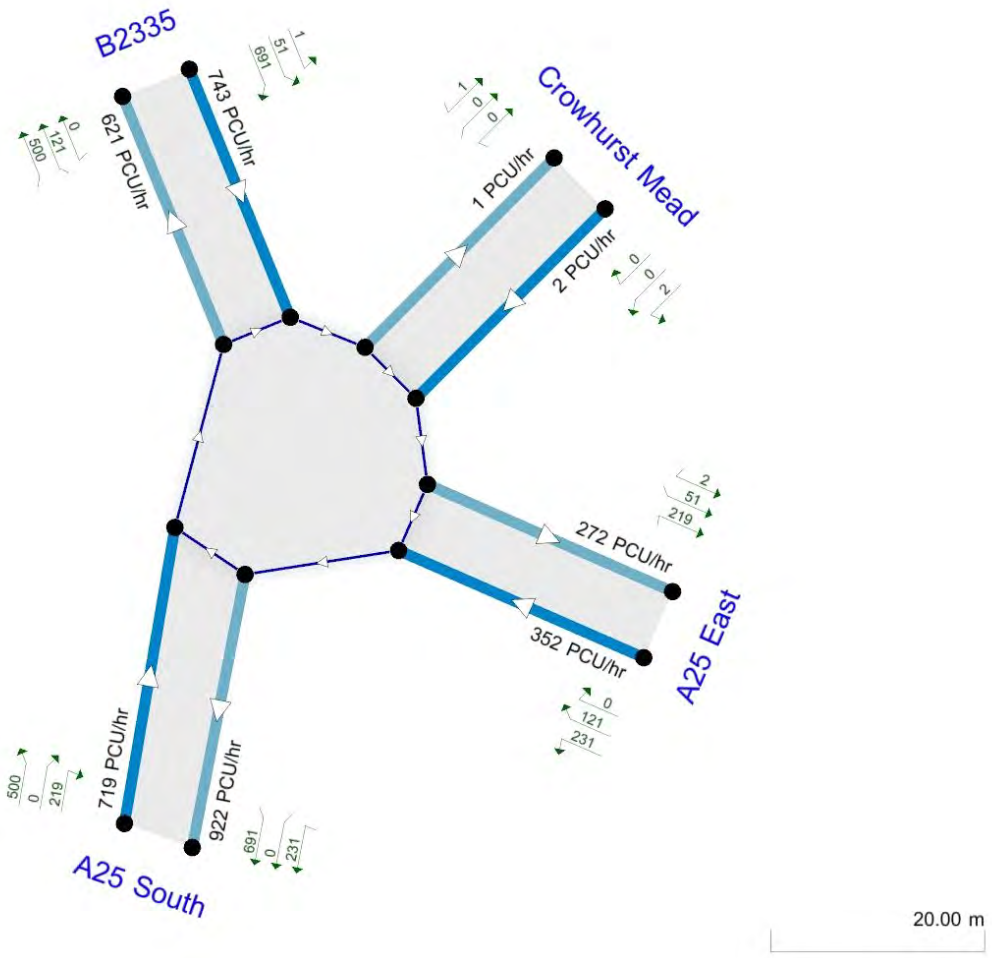
Title	Nutfield Park Junctions
Location	Godstone Roundabout
Site Number	
Date	05/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing original traffic demand (PCU/hr).
Time Segment: (08:00-08:15)
Showing Analysis Set "A1 - "; Demand Set "D1 - Commited plus Growth, AM "

The junction diagram reflects the last run of ARCADY.

Commited plus Growth, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Commited plus Growth, AM	Commited plus Growth	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	untitled	Roundabout	1,2,3,4			4.46	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	56	B2335

Arms

Arms

Name	Arm	Name	Description
A25 East	1	A25 East	
A25 South	2	A25 South	
B2335	3	B2335	
Crowhurst Mead	4	Crowhurst Mead	Small Residentil Cul-de-sac

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A25 East	0.00	99999.00
A25 South	0.00	99999.00
B2335	0.00	99999.00
Crowhurst Mead	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A25 East	6.48	7.00	1.00	18.00	34.31	13.50	
A25 South	5.41	7.20	2.21	11.36	34.31	14.00	
B2335	5.30	5.30	0.00	9.02	34.31	14.00	
Crowhurst Mead	3.10	4.80	6.50	12.17	34.31	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A25 East		(calculated)	(calculated)	0.755	2127.398
A25 South		(calculated)	(calculated)	0.683	1823.042
B2335		(calculated)	(calculated)	0.631	1599.467
Crowhurst Mead		(calculated)	(calculated)	0.595	1308.313

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	10.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A25 East	ONE HOUR	✓	352.00	100.000
A25 South	ONE HOUR	✓	719.00	100.000
B2335	ONE HOUR	✓	743.00	100.000
Crowhurst Mead	ONE HOUR	✓	2.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A25 East	265.00	265.00		
08:00-08:15	A25 South	541.30	541.30		
08:00-08:15	B2335	559.37	559.37		
08:00-08:15	Crowhurst Mead	0.00	0.00		
08:15-08:30	A25 East	316.44	316.44		
08:15-08:30	A25 South	646.37	646.37		
08:15-08:30	B2335	667.94	667.94		
08:15-08:30	Crowhurst Mead	0.00	0.00		
08:30-08:45	A25 East	387.56	387.56		
08:30-08:45	A25 South	791.63	791.63		
08:30-08:45	B2335	818.06	818.06		
08:30-08:45	Crowhurst Mead	0.00	0.00		
08:45-09:00	A25 East	387.56	387.56		
08:45-09:00	A25 South	791.63	791.63		
08:45-09:00	B2335	818.06	818.06		
08:45-09:00	Crowhurst Mead	0.00	0.00		
09:00-09:15	A25 East	316.44	316.44		
09:00-09:15	A25 South	646.37	646.37		
09:00-09:15	B2335	667.94	667.94		
09:00-09:15	Crowhurst Mead	0.00	0.00		
09:15-09:30	A25 East	265.00	265.00		
09:15-09:30	A25 South	541.30	541.30		
09:15-09:30	B2335	559.37	559.37		
09:15-09:30	Crowhurst Mead	0.00	0.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	0.000	231.000	121.000	0.000
	A25 South	219.000	0.000	500.000	0.000
	B2335	51.000	691.000	0.000	1.000
	Crowhurst Mead	2.000	0.000	0.000	0.000

Turning Proportions (PCU) - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	0.00	0.66	0.34	0.00
	A25 South	0.30	0.00	0.70	0.00
	B2335	0.07	0.93	0.00	0.00
	Crowhurst Mead	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	1.000	1.000	1.000	1.000
	A25 South	1.000	1.000	1.000	1.000
	B2335	1.000	1.000	1.000	1.000
	Crowhurst Mead	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	0.0	0.0	0.0	0.0
	A25 South	0.0	0.0	0.0	0.0
	B2335	0.0	0.0	0.0	0.0
	Crowhurst Mead	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A25 East	0.25	3.09	0.33	A
A25 South	0.46	3.83	0.84	A
B2335	0.57	5.72	1.29	A
Crowhurst Mead	0.00	0.00	0.00	A

Main Results for each time segment

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	265.00	264.29	518.01	0.00	1736.14	0.153	0.18	2.444	A
A25 South	541.30	539.53	90.85	0.00	1760.97	0.307	0.44	2.944	A
B2335	559.37	557.00	164.34	0.00	1495.78	0.374	0.59	3.826	A
Crowhurst Mead	0.00	0.00	720.58	0.00	879.25	0.000	0.00	0.000	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	316.44	316.22	620.35	0.00	1658.85	0.191	0.23	2.681	A
A25 South	646.37	645.80	108.70	0.00	1748.78	0.370	0.58	3.262	A
B2335	667.94	667.03	196.70	0.00	1475.35	0.453	0.82	4.449	A
Crowhurst Mead	0.00	0.00	862.84	0.00	794.54	0.000	0.00	0.000	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	387.56	387.18	759.09	0.00	1554.06	0.249	0.33	3.085	A
A25 South	791.63	790.62	133.09	0.00	1732.11	0.457	0.84	3.820	A
B2335	818.06	816.21	240.82	0.00	1447.52	0.565	1.28	5.685	A
Crowhurst Mead	0.00	0.00	1055.93	0.00	679.57	0.000	0.00	0.000	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	387.56	387.56	760.77	0.00	1552.79	0.250	0.33	3.088	A
A25 South	791.63	791.62	133.22	0.00	1732.02	0.457	0.84	3.827	A
B2335	818.06	818.02	241.12	0.00	1447.33	0.565	1.29	5.720	A
Crowhurst Mead	0.00	0.00	1058.04	0.00	678.31	0.000	0.00	0.000	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	316.44	316.82	622.89	0.00	1656.93	0.191	0.24	2.686	A
A25 South	646.37	647.36	108.91	0.00	1748.63	0.370	0.59	3.273	A
B2335	667.94	669.76	197.18	0.00	1475.05	0.453	0.83	4.480	A
Crowhurst Mead	0.00	0.00	866.04	0.00	792.64	0.000	0.00	0.000	A

Main results: (09:15-09:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	265.00	265.23	521.09	0.00	1733.82	0.153	0.18	2.453	A
A25 South	541.30	541.88	91.17	0.00	1760.75	0.307	0.45	2.956	A
B2335	559.37	560.30	165.05	0.00	1495.33	0.374	0.60	3.853	A
Crowhurst Mead	0.00	0.00	724.60	0.00	876.86	0.000	0.00	0.000	A

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: Godstone Roundabout Commited Growth and Development.arc8
Path: G:\2020\A20255 Nutfield Park\10 Traffic and Transport\Junctions Modelling\Godstone Roundabout
Report generation date: 11/12/2020 14:52:11

« Commited, Growth & Dev, PM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Direct/Resultant Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Commited, Growth & Dev									
A25 East	0.38	3.35	0.28	A	41 % [B2335]	0.30	2.82	0.23	A	56 % [A25 South]
A25 South	1.00	4.17	0.50	A		1.51	5.12	0.60	A	
B2335	1.69	6.82	0.63	A		1.08	5.32	0.52	A	
Crowhurst Mead	0.00	0.00	0.00	A		0.00	0.00	0.00	A	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - Commited, Growth & Dev, AM" model duration: 08:00 - 09:30
"D2 - Commited, Growth & Dev, PM " model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 11/12/2020 14:52:07

File summary

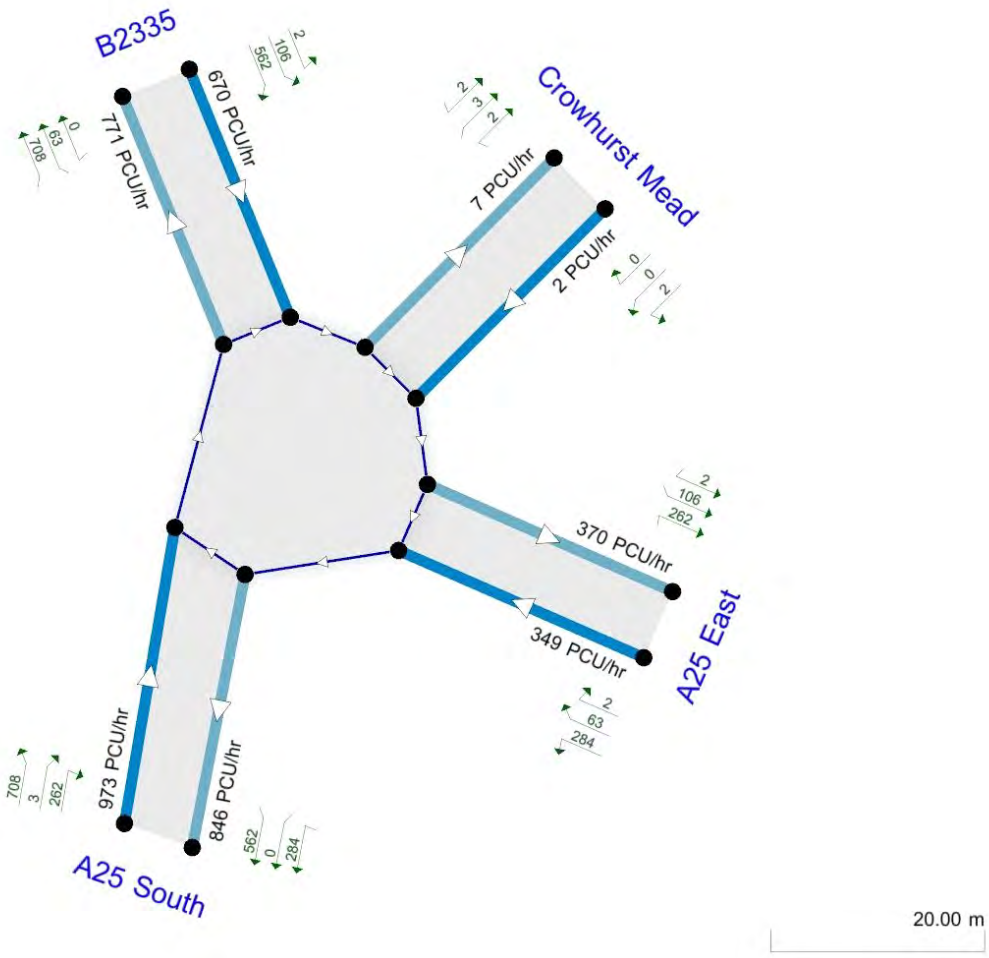
Title	Nutfield Park Junctions
Location	Godstone Roundabout
Site Number	
Date	05/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing original traffic demand (PCU/hr).
Time Segment: (17:00-17:15)
Showing Analysis Set "A1 - "; Demand Set "D2 - Commited, Growth & Dev, PM "

The junction diagram reflects the last run of ARCADY.

Commited, Growth & Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Commited, Growth & Dev, PM	Commited, Growth & Dev	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	untitled	Roundabout	1,2,3,4			4.79	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	56	A25 South

Arms

Arms

Name	Arm	Name	Description
A25 East	1	A25 East	
A25 South	2	A25 South	
B2335	3	B2335	
Crowhurst Mead	4	Crowhurst Mead	Small Residentil Cul-de-sac

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A25 East	0.00	99999.00
A25 South	0.00	99999.00
B2335	0.00	99999.00
Crowhurst Mead	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A25 East	6.48	7.00	1.00	18.00	34.31	13.50	
A25 South	5.41	7.20	2.21	11.36	34.31	14.00	
B2335	5.30	5.30	0.00	9.02	34.31	14.00	
Crowhurst Mead	3.10	4.80	6.50	12.17	34.31	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A25 East		(calculated)	(calculated)	0.755	2127.398
A25 South		(calculated)	(calculated)	0.683	1823.042
B2335		(calculated)	(calculated)	0.631	1599.467
Crowhurst Mead		(calculated)	(calculated)	0.595	1308.313

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A25 East	ONE HOUR	✓	349.00	100.000
A25 South	ONE HOUR	✓	973.00	100.000
B2335	ONE HOUR	✓	670.00	100.000
Crowhurst Mead	ONE HOUR	✓	2.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A25 East	262.75	262.75		
17:00-17:15	A25 South	732.53	732.53		
17:00-17:15	B2335	504.41	504.41		
17:00-17:15	Crowhurst Mead	0.00	0.00		
17:15-17:30	A25 East	313.74	313.74		
17:15-17:30	A25 South	874.71	874.71		
17:15-17:30	B2335	602.32	602.32		
17:15-17:30	Crowhurst Mead	0.00	0.00		
17:30-17:45	A25 East	384.26	384.26		
17:30-17:45	A25 South	1071.29	1071.29		
17:30-17:45	B2335	737.68	737.68		
17:30-17:45	Crowhurst Mead	0.00	0.00		
17:45-18:00	A25 East	384.26	384.26		
17:45-18:00	A25 South	1071.29	1071.29		
17:45-18:00	B2335	737.68	737.68		
17:45-18:00	Crowhurst Mead	0.00	0.00		
18:00-18:15	A25 East	313.74	313.74		
18:00-18:15	A25 South	874.71	874.71		
18:00-18:15	B2335	602.32	602.32		
18:00-18:15	Crowhurst Mead	0.00	0.00		
18:15-18:30	A25 East	262.75	262.75		
18:15-18:30	A25 South	732.53	732.53		
18:15-18:30	B2335	504.41	504.41		
18:15-18:30	Crowhurst Mead	0.00	0.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	0.000	284.000	63.000	2.000
	A25 South	262.000	0.000	708.000	3.000
	B2335	106.000	562.000	0.000	2.000
	Crowhurst Mead	2.000	0.000	0.000	0.000

Turning Proportions (PCU) - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	0.00	0.81	0.18	0.01
	A25 South	0.27	0.00	0.73	0.00
	B2335	0.16	0.84	0.00	0.00
	Crowhurst Mead	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	1.000	1.000	1.000	1.000
	A25 South	1.000	1.000	1.000	1.000
	B2335	1.000	1.000	1.000	1.000
	Crowhurst Mead	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - untitled (for whole period)

		To			
		A25 East	A25 South	B2335	Crowhurst Mead
From	A25 East	0.0	0.0	0.0	0.0
	A25 South	0.0	0.0	0.0	0.0
	B2335	0.0	0.0	0.0	0.0
	Crowhurst Mead	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A25 East	0.23	2.82	0.30	A
A25 South	0.60	5.12	1.51	A
B2335	0.52	5.32	1.08	A
Crowhurst Mead	0.00	0.00	0.00	A

Main Results for each time segment

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	262.75	262.07	421.37	0.00	1809.14	0.145	0.17	2.325	A
A25 South	732.53	729.77	48.81	0.00	1789.69	0.409	0.69	3.388	A
B2335	504.41	502.34	200.26	0.00	1473.11	0.342	0.52	3.700	A
Crowhurst Mead	0.00	0.00	697.35	0.00	893.08	0.000	0.00	0.000	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	313.74	313.55	504.59	0.00	1746.28	0.180	0.22	2.512	A
A25 South	874.71	873.64	58.40	0.00	1783.14	0.491	0.95	3.953	A
B2335	602.32	601.56	239.74	0.00	1448.20	0.416	0.71	4.248	A
Crowhurst Mead	0.00	0.00	835.01	0.00	811.11	0.000	0.00	0.000	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	384.26	383.93	617.53	0.00	1660.98	0.231	0.30	2.819	A
A25 South	1071.29	1069.10	71.51	0.00	1774.19	0.604	1.50	5.089	A
B2335	737.68	736.20	293.37	0.00	1414.36	0.522	1.08	5.296	A
Crowhurst Mead	0.00	0.00	1021.88	0.00	699.84	0.000	0.00	0.000	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	384.26	384.25	618.75	0.00	1660.06	0.231	0.30	2.821	A
A25 South	1071.29	1071.25	71.57	0.00	1774.15	0.604	1.51	5.121	A
B2335	737.68	737.66	293.96	0.00	1413.99	0.522	1.08	5.322	A
Crowhurst Mead	0.00	0.00	1023.91	0.00	698.64	0.000	0.00	0.000	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	313.74	314.07	506.45	0.00	1744.87	0.180	0.22	2.518	A
A25 South	874.71	876.88	58.49	0.00	1783.08	0.491	0.97	3.983	A
B2335	602.32	603.78	240.62	0.00	1447.64	0.416	0.72	4.274	A
Crowhurst Mead	0.00	0.00	838.09	0.00	809.28	0.000	0.00	0.000	A

Main results: (18:15-18:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25 East	262.75	262.94	423.75	0.00	1807.34	0.145	0.17	2.330	A
A25 South	732.53	733.62	48.97	0.00	1789.58	0.409	0.70	3.414	A
B2335	504.41	505.19	201.31	0.00	1472.45	0.343	0.52	3.723	A
Crowhurst Mead	0.00	0.00	701.22	0.00	890.78	0.000	0.00	0.000	A

Appendix S

Redhill Station Roundabout Junctions 8 Report

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: Redhill_Station_Roundabout_2020.arc8
Path: G:\2020\A20255 Nutfield Park\10 Traffic and Transport\Junctions Modelling\RedHill Station Roundabout
Report generation date: 04/12/2020 10:46:08

« 2021, AM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Pedestrian Flows
» Direct/Resultant Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2021									
A25	1.61	8.70	0.62	A	28 % [A23 North]	0.53	4.03	0.35	A	44 % [A23 North]
A23 South	1.57	7.96	0.61	A		0.90	4.29	0.48	A	
Quadrant House	0.05	3.12	0.05	A		0.06	3.06	0.06	A	
A23 North	2.41	9.74	0.71	A		1.70	6.01	0.63	A	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2021, AM " model duration: 08:00 - 09:30
"D2 - 2021, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 04/12/2020 10:46:03

File summary

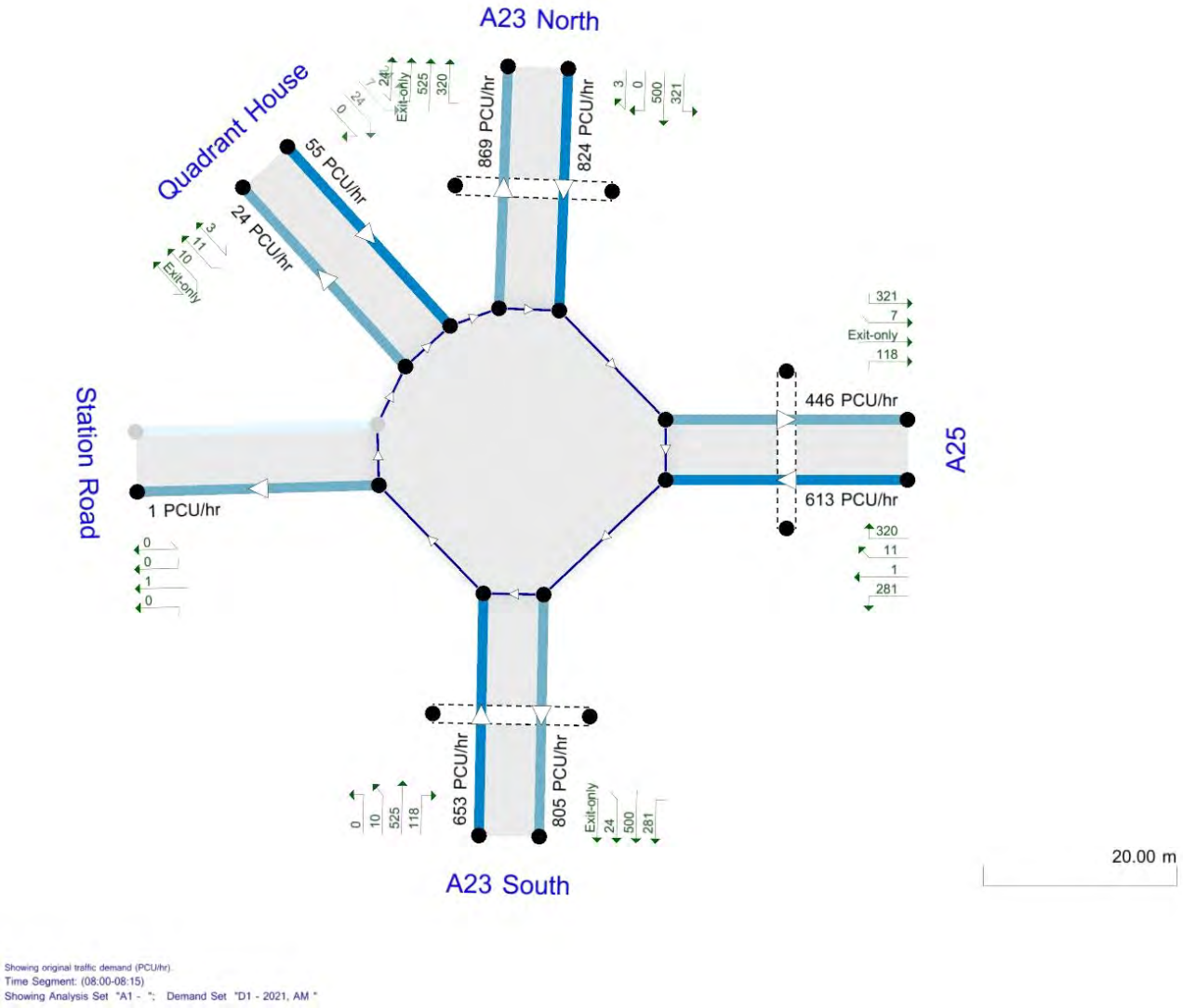
Title	Nutdield Park Junctions
Location	Red Hill Station Roundabout
Site Number	
Date	05/11/2020
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of ARCADY.

2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A25 - Pelican/Puffin Details	Pedestrian crossing uses default settings only. Is this correct?
Warning	Pedestrian Crossing	A23 South - Pelican/Puffin Details	Pedestrian crossing uses default settings only. Is this correct?
Warning	Pedestrian Crossing	A23 North - Pelican/Puffin Details	Pedestrian crossing uses default settings only. Is this correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021, AM	2021	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	untitled	Roundabout	1,2,3,4,5			8.73	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	28	A23 North

Arms

Arms

Name	Arm	Name	Description
A25	1	A25	
A23 South	2	A23 South	
Station Road	3	Station Road	
Quadrant House	4	Quadrant House	
A23 North	5	A23 North	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A25	0.00	99999.00
A23 South	0.00	99999.00
Station Road	0.00	99999.00
Quadrant House	0.00	99999.00
A23 North	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A25	5.80	7.50	7.40	41.00	43.00	75.00	
A23 South	6.00	7.00	6.00	21.50	48.80	68.00	
Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
Quadrant House	6.20	8.00	4.50	6.70	45.40	34.00	
A23 North	5.70	8.00	8.80	21.00	48.80	75.00	

Pedestrian Crossings

Name	Crossing Type
A25	Puffin
A23 South	Puffin
Station Road	None
Quadrant House	None
A23 North	Puffin

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A25	3.00	2.90	1.00	6.00	6.00	7.00	0.00
A23 South	3.00	2.90	1.00	6.00	6.00	7.00	0.00
A23 North	3.00	2.90	1.00	6.00	6.00	7.00	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A25		(calculated)	(calculated)	0.612	1784.943
A23 South		(calculated)	(calculated)	0.587	1756.707
Station Road		(calculated)	(calculated)	Exit-only	Exit-only
Quadrant House		(calculated)	(calculated)	0.629	1882.839
A23 North		(calculated)	(calculated)	0.585	1782.560

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A25	ONE HOUR	✓	613.00	100.000
A23 South	ONE HOUR	✓	653.00	100.000
Station Road	Exit-only	✓	Exit-only	Exit-only
Quadrant House	ONE HOUR	✓	55.00	100.000
A23 North	ONE HOUR	✓	824.00	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/hr)
A25	ONE HOUR	200.00
A23 South	ONE HOUR	200.00
Station Road	-	-
Quadrant House	-	-
A23 North	ONE HOUR	200.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A25	461.50	461.50		150.57
08:00-08:15	A23 South	491.61	491.61		150.57
08:00-08:15	Station Road	Exit-only	0.00		
08:00-08:15	Quadrant House	41.41	41.41		
08:00-08:15	A23 North	620.35	620.35		150.57
08:15-08:30	A25	551.07	551.07		179.80
08:15-08:30	A23 South	587.03	587.03		179.80
08:15-08:30	Station Road	Exit-only	0.00		
08:15-08:30	Quadrant House	49.44	49.44		
08:15-08:30	A23 North	740.76	740.76		179.80
08:30-08:45	A25	674.93	674.93		220.20
08:30-08:45	A23 South	718.97	718.97		220.20
08:30-08:45	Station Road	Exit-only	0.00		
08:30-08:45	Quadrant House	60.56	60.56		
08:30-08:45	A23 North	907.24	907.24		220.20
08:45-09:00	A25	674.93	674.93		220.20
08:45-09:00	A23 South	718.97	718.97		220.20
08:45-09:00	Station Road	Exit-only	0.00		
08:45-09:00	Quadrant House	60.56	60.56		
08:45-09:00	A23 North	907.24	907.24		220.20

09:00-09:15	A25	551.07	551.07		179.80
09:00-09:15	A23 South	587.03	587.03		179.80
09:00-09:15	Station Road	Exit-only	0.00		
09:00-09:15	Quadrant House	49.44	49.44		
09:00-09:15	A23 North	740.76	740.76		179.80
09:15-09:30	A25	461.50	461.50		150.57
09:15-09:30	A23 South	491.61	491.61		150.57
09:15-09:30	Station Road	Exit-only	0.00		
09:15-09:30	Quadrant House	41.41	41.41		
09:15-09:30	A23 North	620.35	620.35		150.57

Turning Proportions

Turning Counts / Proportions (PCU/hr) - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	0.000	281.000	1.000	11.000	320.000
	A23 South	118.000	0.000	0.000	10.000	525.000
	Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	Quadrant House	7.000	24.000	0.000	0.000	24.000
	A23 North	321.000	500.000	0.000	3.000	0.000

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	0.00	0.46	0.00	0.02	0.52
	A23 South	0.18	0.00	0.00	0.02	0.80
	Station Road	0.20	0.20	0.20	0.20	0.20
	Quadrant House	0.13	0.44	0.00	0.00	0.44
	A23 North	0.39	0.61	0.00	0.00	0.00

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	1.000	1.000	1.000	1.000	1.000
	A23 South	1.000	1.000	1.000	1.000	1.000
	Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	Quadrant House	1.000	1.000	1.000	1.000	1.000
	A23 North	1.000	1.000	1.000	1.000	1.000

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	0.0	0.0	0.0	0.0	0.0
	A23 South	0.0	0.0	0.0	0.0	0.0
	Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	Quadrant House	0.0	0.0	0.0	0.0	0.0
	A23 North	0.0	0.0	0.0	0.0	0.0

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A25	0.62	8.70	1.61	A
A23 South	0.61	7.96	1.57	A
Station Road	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	0.05	3.12	0.05	A
A23 North	0.71	9.74	2.41	A

Main Results for each time segment

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	461.50	459.18	394.76	150.57	1249.65	0.369	0.58	4.542	A
A23 South	491.61	489.21	250.94	150.57	1303.35	0.377	0.60	4.410	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	41.41	41.29	721.42	0.00	1428.82	0.029	0.03	2.594	A
A23 North	620.35	617.17	111.67	150.57	1392.50	0.445	0.80	4.625	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	551.07	549.93	472.72	179.80	1179.15	0.467	0.87	5.711	A
A23 South	587.03	585.92	300.53	179.80	1246.80	0.471	0.88	5.438	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	49.44	49.41	864.02	0.00	1339.08	0.037	0.04	2.790	A
A23 North	740.76	739.07	133.73	179.80	1340.38	0.553	1.22	5.970	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	674.93	672.04	577.39	220.20	1089.59	0.619	1.59	8.562	A
A23 South	718.97	716.27	367.26	220.20	1171.35	0.614	1.55	7.864	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	60.56	60.50	1056.12	0.00	1218.18	0.050	0.05	3.109	A
A23 North	907.24	902.62	163.53	220.20	1276.34	0.711	2.37	9.515	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	674.93	674.84	580.14	220.20	1088.31	0.620	1.61	8.701	A
A23 South	718.97	718.89	368.79	220.20	1170.66	0.614	1.57	7.964	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	60.56	60.56	1060.16	0.00	1215.64	0.050	0.05	3.115	A
A23 North	907.24	907.07	164.04	220.20	1276.11	0.711	2.41	9.743	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	551.07	553.96	476.62	179.80	1177.26	0.468	0.89	5.803	A
A23 South	587.03	589.72	302.74	179.80	1245.78	0.471	0.90	5.511	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	49.44	49.50	869.87	0.00	1335.40	0.037	0.04	2.799	A
A23 North	740.76	745.40	134.46	179.80	1340.04	0.553	1.25	6.099	A

Main results: (09:15-09:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	461.50	462.69	397.85	150.57	1248.12	0.370	0.59	4.590	A
A23 South	491.61	492.77	252.86	150.57	1302.44	0.377	0.61	4.454	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	41.41	41.44	726.76	0.00	1425.46	0.029	0.03	2.602	A
A23 North	620.35	622.12	112.40	150.57	1392.16	0.446	0.81	4.687	A

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: Redhill_Station_Roundabout_Growth.arc8
Path: G:\2020\A20255 Nutfield Park\10 Traffic and Transport\Junctions Modelling\RedHill Station Roundabout
Report generation date: 11/12/2020 15:05:27

« Growth, PM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Pedestrian Flows
» Direct/Resultant Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Growth									
A25	2.07	10.46	0.68	B	20 % [A23 North]	0.63	4.37	0.39	A	33 % [A23 North]
A23 South	1.96	9.28	0.67	A		1.07	4.70	0.52	A	
Quadrant House	0.06	3.26	0.06	A		0.07	3.22	0.07	A	
A23 North	3.15	11.98	0.76	B		2.17	7.13	0.69	A	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - Growth, AM" model duration: 08:00 - 09:30
"D2 - Growth, PM " model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 11/12/2020 15:05:24

File summary

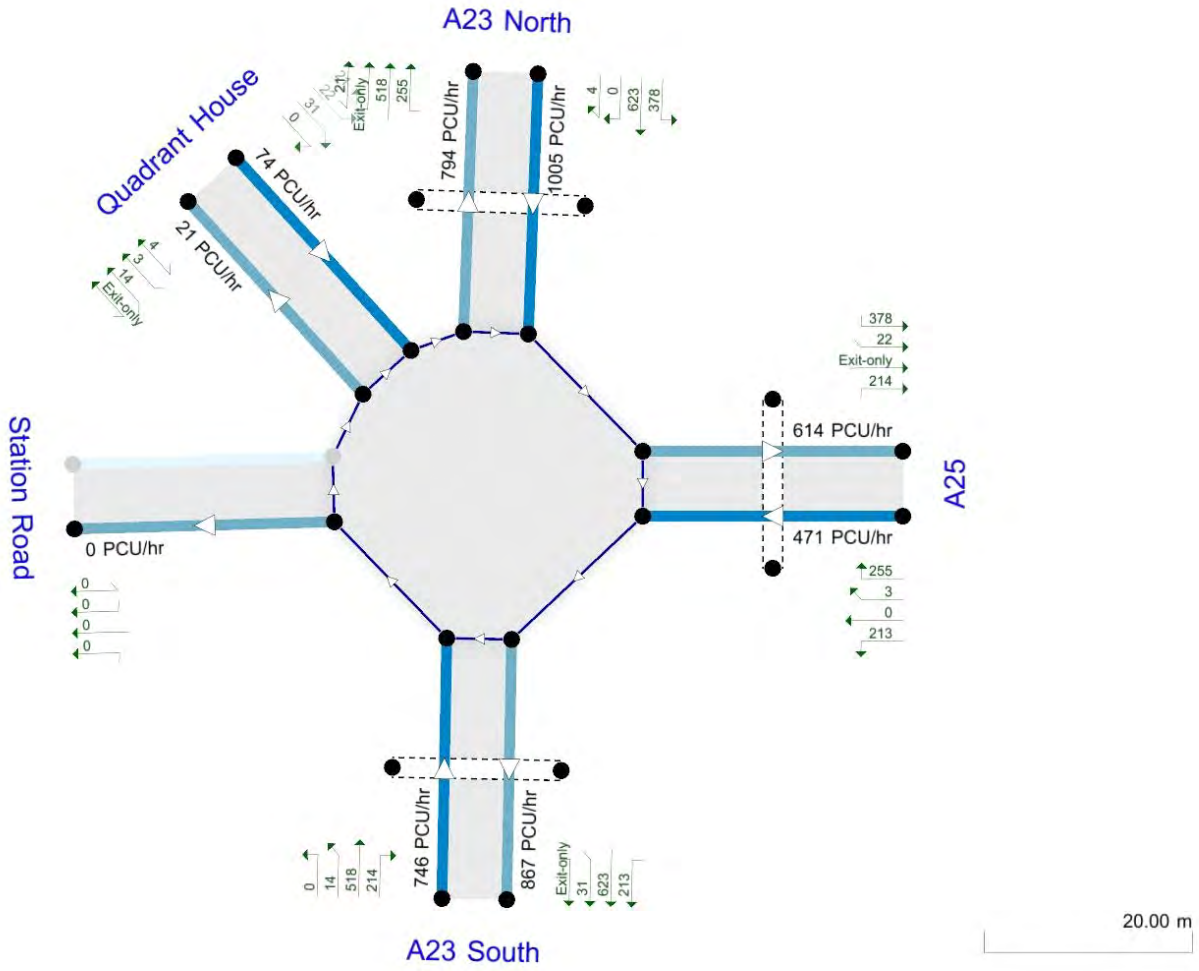
Title	Nutdield Park Junctions
Location	Red Hill Station Roundabout
Site Number	
Date	05/11/2020
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing original traffic demand (PCU/hr).
Time Segment: (17:00-17:15)
Showing Analysis Set "A1 - "; Demand Set "D2 - Growth, PM "

The junction diagram reflects the last run of ARCADY.

Growth, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A25 - Pelican/Puffin Details	Pedestrian crossing uses default settings only. Is this correct?
Warning	Pedestrian Crossing	A25 - Pelican/Puffin Details	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	A23 South - Pelican/Puffin Details	Pedestrian crossing uses default settings only. Is this correct?
Warning	Pedestrian Crossing	A23 South - Pelican/Puffin Details	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	A23 North - Pelican/Puffin Details	Pedestrian crossing uses default settings only. Is this correct?
Warning	Pedestrian Crossing	A23 North - Pelican/Puffin Details	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Growth, PM	Growth	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	untitled	Roundabout	1,2,3,4,5			5.65	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	33	A23 North

Arms

Arms

Name	Arm	Name	Description
A25	1	A25	
A23 South	2	A23 South	
Station Road	3	Station Road	
Quadrant House	4	Quadrant House	
A23 North	5	A23 North	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A25	0.00	99999.00
A23 South	0.00	99999.00
Station Road	0.00	99999.00
Quadrant House	0.00	99999.00
A23 North	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A25	5.80	7.50	7.40	41.00	43.00	75.00	
A23 South	6.00	7.00	6.00	21.50	48.80	68.00	
Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
Quadrant House	6.20	8.00	4.50	6.70	45.40	34.00	
A23 North	5.70	8.00	8.80	21.00	48.80	75.00	

Pedestrian Crossings

Name	Crossing Type
A25	Puffin
A23 South	Puffin
Station Road	None
Quadrant House	None
A23 North	Puffin

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A25	3.00	2.90	1.00	6.00	6.00	7.00	0.00
A23 South	3.00	2.90	1.00	6.00	6.00	7.00	0.00
A23 North	3.00	2.90	1.00	6.00	6.00	7.00	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A25		(calculated)	(calculated)	0.612	1784.943
A23 South		(calculated)	(calculated)	0.587	1756.707
Station Road		(calculated)	(calculated)	Exit-only	Exit-only
Quadrant House		(calculated)	(calculated)	0.629	1882.839
A23 North		(calculated)	(calculated)	0.585	1782.560

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A25	ONE HOUR	✓	471.00	100.000
A23 South	ONE HOUR	✓	746.00	100.000
Station Road	Exit-only	✓	Exit-only	Exit-only
Quadrant House	ONE HOUR	✓	74.00	100.000
A23 North	ONE HOUR	✓	1005.00	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/hr)
A25	ONE HOUR	0.00
A23 South	ONE HOUR	0.00
Station Road	-	-
Quadrant House	-	-
A23 North	ONE HOUR	0.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	**A25**	354.59	354.59		0.00
17:00-17:15	**A23 South**	561.63	561.63		0.00
17:00-17:15	**Station Road**	Exit-only	0.00		
17:00-17:15	**Quadrant House**	55.71	55.71		
17:00-17:15	**A23 North**	756.62	756.62		0.00
17:15-17:30	**A25**	423.42	423.42		0.00
17:15-17:30	**A23 South**	670.64	670.64		0.00

17:15-17:30	**Station Road**	Exit-only	0.00		
17:15-17:30	**Quadrant House**	66.52	66.52		
17:15-17:30	**A23 North**	903.47	903.47		0.00
17:30-17:45	**A25**	518.58	518.58		0.00
17:30-17:45	**A23 South**	821.36	821.36		0.00
17:30-17:45	**Station Road**	Exit-only	0.00		
17:30-17:45	**Quadrant House**	81.48	81.48		
17:30-17:45	**A23 North**	1106.53	1106.53		0.00
17:45-18:00	**A25**	518.58	518.58		0.00
17:45-18:00	**A23 South**	821.36	821.36		0.00
17:45-18:00	**Station Road**	Exit-only	0.00		
17:45-18:00	**Quadrant House**	81.48	81.48		
17:45-18:00	**A23 North**	1106.53	1106.53		0.00
18:00-18:15	**A25**	423.42	423.42		0.00
18:00-18:15	**A23 South**	670.64	670.64		0.00
18:00-18:15	**Station Road**	Exit-only	0.00		
18:00-18:15	**Quadrant House**	66.52	66.52		
18:00-18:15	**A23 North**	903.47	903.47		0.00
18:15-18:30	**A25**	354.59	354.59		0.00
18:15-18:30	**A23 South**	561.63	561.63		0.00
18:15-18:30	**Station Road**	Exit-only	0.00		
18:15-18:30	**Quadrant House**	55.71	55.71		
18:15-18:30	**A23 North**	756.62	756.62		0.00

Turning Proportions

Turning Counts / Proportions (PCU/hr) - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	0.000	213.000	0.000	3.000	255.000
	A23 South	214.000	0.000	0.000	14.000	518.000
	Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	Quadrant House	22.000	31.000	0.000	0.000	21.000
	A23 North	378.000	623.000	0.000	4.000	0.000

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	0.00	0.45	0.00	0.01	0.54
	A23 South	0.29	0.00	0.00	0.02	0.69
	Station Road	0.20	0.20	0.20	0.20	0.20
	Quadrant House	0.30	0.42	0.00	0.00	0.28
	A23 North	0.38	0.62	0.00	0.00	0.00

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	1.000	1.000	1.000	1.000	1.000
	A23 South	1.000	1.000	1.000	1.000	1.000
	Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	Quadrant House	1.000	1.000	1.000	1.000	1.000
	A23 North	1.000	1.000	1.000	1.000	1.000

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	0.0	0.0	0.0	0.0	0.0
	A23 South	0.0	0.0	0.0	0.0	0.0
	Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	Quadrant House	0.0	0.0	0.0	0.0	0.0
	A23 North	0.0	0.0	0.0	0.0	0.0

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A25	0.39	4.37	0.63	A
A23 South	0.52	4.70	1.07	A
Station Road	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	0.07	3.22	0.07	A
A23 North	0.69	7.13	2.17	A

Main Results for each time segment

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	354.59	353.34	493.25	0.00	1483.26	0.239	0.31	3.183	A
A23 South	561.63	559.56	196.55	0.00	1641.27	0.342	0.52	3.323	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	55.71	55.55	740.36	0.00	1416.90	0.039	0.04	2.644	A
A23 North	756.62	753.31	200.30	0.00	1665.40	0.454	0.83	3.933	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	423.42	422.99	590.55	0.00	1423.74	0.297	0.42	3.595	A
A23 South	670.64	669.90	235.29	0.00	1618.51	0.414	0.70	3.791	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	66.52	66.48	886.33	0.00	1325.04	0.050	0.05	2.859	A
A23 North	903.47	901.94	239.78	0.00	1642.30	0.550	1.21	4.853	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	518.58	517.77	722.11	0.00	1343.28	0.386	0.62	4.356	A
A23 South	821.36	819.93	288.01	0.00	1587.55	0.517	1.06	4.681	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	81.48	81.40	1084.86	0.00	1200.09	0.068	0.07	3.217	A
A23 North	1106.53	1102.79	293.50	0.00	1610.88	0.687	2.14	7.033	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	518.58	518.57	724.41	0.00	1341.87	0.386	0.63	4.372	A
A23 South	821.36	821.34	288.46	0.00	1587.29	0.517	1.07	4.699	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	81.48	81.47	1086.68	0.00	1198.95	0.068	0.07	3.220	A
A23 North	1106.53	1106.42	293.97	0.00	1610.61	0.687	2.17	7.135	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	423.42	424.22	593.88	0.00	1421.71	0.298	0.43	3.611	A
A23 South	670.64	672.05	235.99	0.00	1618.10	0.414	0.71	3.812	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	66.52	66.60	889.12	0.00	1323.28	0.050	0.05	2.866	A
A23 North	903.47	907.19	240.49	0.00	1641.89	0.550	1.24	4.924	A

Main results: (18:15-18:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	354.59	355.04	496.39	0.00	1481.34	0.239	0.32	3.196	A
A23 South	561.63	562.39	197.50	0.00	1640.71	0.342	0.52	3.340	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	55.71	55.76	744.05	0.00	1414.58	0.039	0.04	2.648	A
A23 North	756.62	758.21	201.26	0.00	1664.83	0.454	0.84	3.977	A

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: Redhill_Station_Roundabout_Committed and Growth.arc8
Path: G:\2020\A20255 Nutfield Park\10 Traffic and Transport\Junctions Modelling\RedHill Station Roundabout
Report generation date: 11/12/2020 15:12:44

« Commited plus Growth, PM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Pedestrian Flows
» Direct/Resultant Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Commited plus Growth									
A25	2.08	10.49	0.68	B	19 % [A23 North]	0.63	4.38	0.39	A	33 % [A23 North]
A23 South	1.96	9.29	0.67	A		1.07	4.70	0.52	A	
Quadrant House	0.06	3.26	0.06	A		0.07	3.22	0.07	A	
A23 North	3.17	12.02	0.77	B		2.17	7.15	0.69	A	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - Commited plus Growth, AM" model duration: 08:00 - 09:30
"D2 - Commited plus Growth, PM " model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 11/12/2020 15:12:40

File summary

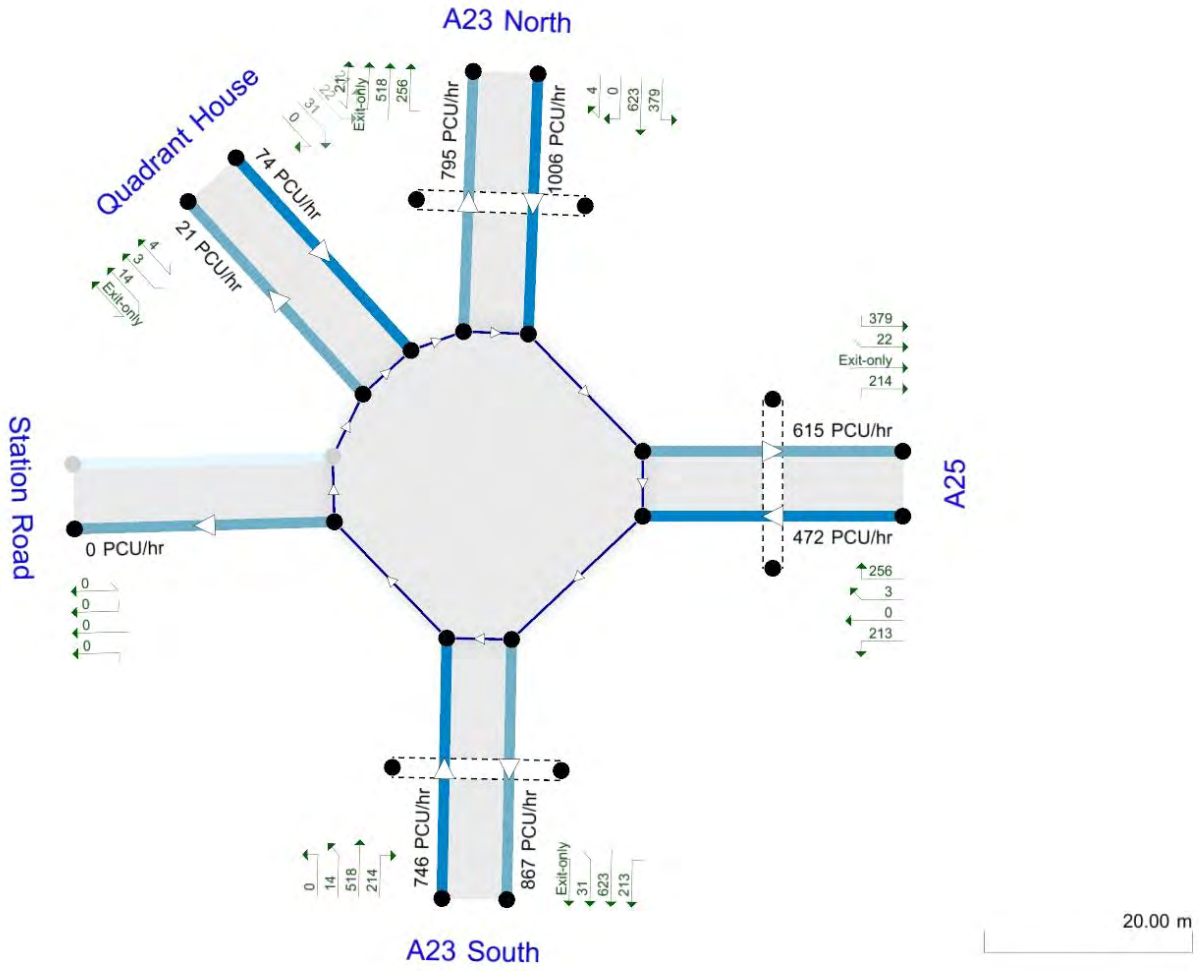
Title	Nutdield Park Junctions
Location	Red Hill Station Roundabout
Site Number	
Date	05/11/2020
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing original traffic demand (PCU/hr).
Time Segment: (17:00-17:15)
Showing Analysis Set "A1 - "; Demand Set "D2 - Commited plus Growth, PM "

The junction diagram reflects the last run of ARCADY.

Commited plus Growth, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A25 - Pelican/Puffin Details	Pedestrian crossing uses default settings only. Is this correct?
Warning	Pedestrian Crossing	A25 - Pelican/Puffin Details	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	A23 South - Pelican/Puffin Details	Pedestrian crossing uses default settings only. Is this correct?
Warning	Pedestrian Crossing	A23 South - Pelican/Puffin Details	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	A23 North - Pelican/Puffin Details	Pedestrian crossing uses default settings only. Is this correct?
Warning	Pedestrian Crossing	A23 North - Pelican/Puffin Details	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Commited plus Growth, PM	Commited plus Growth	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	untitled	Roundabout	1,2,3,4,5			5.66	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	33	A23 North

Arms

Arms

Name	Arm	Name	Description
A25	1	A25	
A23 South	2	A23 South	
Station Road	3	Station Road	
Quadrant House	4	Quadrant House	
A23 North	5	A23 North	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A25	0.00	99999.00
A23 South	0.00	99999.00
Station Road	0.00	99999.00
Quadrant House	0.00	99999.00
A23 North	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A25	5.80	7.50	7.40	41.00	43.00	75.00	
A23 South	6.00	7.00	6.00	21.50	48.80	68.00	
Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
Quadrant House	6.20	8.00	4.50	6.70	45.40	34.00	
A23 North	5.70	8.00	8.80	21.00	48.80	75.00	

Pedestrian Crossings

Name	Crossing Type
A25	Puffin
A23 South	Puffin
Station Road	None
Quadrant House	None
A23 North	Puffin

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A25	3.00	2.90	1.00	6.00	6.00	7.00	0.00
A23 South	3.00	2.90	1.00	6.00	6.00	7.00	0.00
A23 North	3.00	2.90	1.00	6.00	6.00	7.00	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A25		(calculated)	(calculated)	0.612	1784.943
A23 South		(calculated)	(calculated)	0.587	1756.707
Station Road		(calculated)	(calculated)	Exit-only	Exit-only
Quadrant House		(calculated)	(calculated)	0.629	1882.839
A23 North		(calculated)	(calculated)	0.585	1782.560

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A25	ONE HOUR	✓	472.00	100.000
A23 South	ONE HOUR	✓	746.00	100.000
Station Road	Exit-only	✓	Exit-only	Exit-only
Quadrant House	ONE HOUR	✓	74.00	100.000
A23 North	ONE HOUR	✓	1006.00	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/hr)
A25	ONE HOUR	0.00
A23 South	ONE HOUR	0.00
Station Road	-	-
Quadrant House	-	-
A23 North	ONE HOUR	0.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	**A25**	355.35	355.35		0.00
17:00-17:15	**A23 South**	561.63	561.63		0.00
17:00-17:15	**Station Road**	Exit-only	0.00		
17:00-17:15	**Quadrant House**	55.71	55.71		
17:00-17:15	**A23 North**	757.37	757.37		0.00
17:15-17:30	**A25**	424.32	424.32		0.00
17:15-17:30	**A23 South**	670.64	670.64		0.00

17:15-17:30	**Station Road**	Exit-only	0.00		
17:15-17:30	**Quadrant House**	66.52	66.52		
17:15-17:30	**A23 North**	904.37	904.37		0.00
17:30-17:45	**A25**	519.68	519.68		0.00
17:30-17:45	**A23 South**	821.36	821.36		0.00
17:30-17:45	**Station Road**	Exit-only	0.00		
17:30-17:45	**Quadrant House**	81.48	81.48		
17:30-17:45	**A23 North**	1107.63	1107.63		0.00
17:45-18:00	**A25**	519.68	519.68		0.00
17:45-18:00	**A23 South**	821.36	821.36		0.00
17:45-18:00	**Station Road**	Exit-only	0.00		
17:45-18:00	**Quadrant House**	81.48	81.48		
17:45-18:00	**A23 North**	1107.63	1107.63		0.00
18:00-18:15	**A25**	424.32	424.32		0.00
18:00-18:15	**A23 South**	670.64	670.64		0.00
18:00-18:15	**Station Road**	Exit-only	0.00		
18:00-18:15	**Quadrant House**	66.52	66.52		
18:00-18:15	**A23 North**	904.37	904.37		0.00
18:15-18:30	**A25**	355.35	355.35		0.00
18:15-18:30	**A23 South**	561.63	561.63		0.00
18:15-18:30	**Station Road**	Exit-only	0.00		
18:15-18:30	**Quadrant House**	55.71	55.71		
18:15-18:30	**A23 North**	757.37	757.37		0.00

Turning Proportions

Turning Counts / Proportions (PCU/hr) - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	0.000	213.000	0.000	3.000	256.000
	A23 South	214.000	0.000	0.000	14.000	518.000
	Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	Quadrant House	22.000	31.000	0.000	0.000	21.000
	A23 North	379.000	623.000	0.000	4.000	0.000

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	0.00	0.45	0.00	0.01	0.54
	A23 South	0.29	0.00	0.00	0.02	0.69
	Station Road	0.20	0.20	0.20	0.20	0.20
	Quadrant House	0.30	0.42	0.00	0.00	0.28
	A23 North	0.38	0.62	0.00	0.00	0.00

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	1.000	1.000	1.000	1.000	1.000
	A23 South	1.000	1.000	1.000	1.000	1.000
	Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	Quadrant House	1.000	1.000	1.000	1.000	1.000
	A23 North	1.000	1.000	1.000	1.000	1.000

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	0.0	0.0	0.0	0.0	0.0
	A23 South	0.0	0.0	0.0	0.0	0.0
	Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	Quadrant House	0.0	0.0	0.0	0.0	0.0
	A23 North	0.0	0.0	0.0	0.0	0.0

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A25	0.39	4.38	0.63	A
A23 South	0.52	4.70	1.07	A
Station Road	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	0.07	3.22	0.07	A
A23 North	0.69	7.15	2.17	A

Main Results for each time segment

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	355.35	354.09	493.25	0.00	1483.26	0.240	0.31	3.186	A
A23 South	561.63	559.56	197.30	0.00	1640.83	0.342	0.52	3.324	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	55.71	55.55	741.11	0.00	1416.43	0.039	0.04	2.645	A
A23 North	757.37	754.06	200.30	0.00	1665.40	0.455	0.83	3.936	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	424.32	423.88	590.55	0.00	1423.74	0.298	0.42	3.598	A
A23 South	670.64	669.90	236.19	0.00	1617.99	0.414	0.70	3.793	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	66.52	66.48	887.23	0.00	1324.47	0.050	0.05	2.861	A
A23 North	904.37	902.84	239.78	0.00	1642.30	0.551	1.21	4.858	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	519.68	518.87	722.10	0.00	1343.28	0.387	0.63	4.362	A
A23 South	821.36	819.93	289.11	0.00	1586.91	0.518	1.06	4.685	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	81.48	81.40	1085.96	0.00	1199.40	0.068	0.07	3.219	A
A23 North	1107.63	1103.88	293.50	0.00	1610.88	0.688	2.15	7.049	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	519.68	519.67	724.41	0.00	1341.87	0.387	0.63	4.378	A
A23 South	821.36	821.34	289.56	0.00	1586.64	0.518	1.07	4.703	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	81.48	81.47	1087.78	0.00	1198.26	0.068	0.07	3.222	A
A23 North	1107.63	1107.52	293.97	0.00	1610.61	0.688	2.17	7.150	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	424.32	425.12	593.89	0.00	1421.70	0.298	0.43	3.614	A
A23 South	670.64	672.06	236.89	0.00	1617.58	0.415	0.71	3.812	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	66.52	66.60	890.02	0.00	1322.71	0.050	0.05	2.867	A
A23 North	904.37	908.11	240.49	0.00	1641.89	0.551	1.24	4.930	A

Main results: (18:15-18:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	355.35	355.79	496.39	0.00	1481.33	0.240	0.32	3.198	A
A23 South	561.63	562.39	198.25	0.00	1640.27	0.342	0.52	3.344	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	55.71	55.76	744.80	0.00	1414.10	0.039	0.04	2.649	A
A23 North	757.37	758.97	201.26	0.00	1664.83	0.455	0.84	3.982	A

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: Redhill_Station_Roundabout_Commited and Growth and Dev.arc8
Path: G:\2020\A20255 Nutfield Park\10 Traffic and Transport\Junctions Modelling\RedHill Station Roundabout
Report generation date: 11/12/2020 15:23:43

« Commited plus Growth & Development, PM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Pedestrian Flows
» Direct/Resultant Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Commited plus Growth & Development									
A25	3.69	16.25	0.79	C	11 % [A25]	0.81	4.87	0.45	A	23 % [A23 North]
A23 South	2.27	10.57	0.70	B		1.23	5.16	0.55	A	
Quadrant House	0.06	3.42	0.06	A		0.08	3.39	0.07	A	
A23 North	4.16	15.11	0.81	C		2.87	8.89	0.75	A	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - Commited plus Growth & Development, AM" model duration: 08:00 - 09:30
"D2 - Commited plus Growth & Development, PM " model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 11/12/2020 15:23:39

File summary

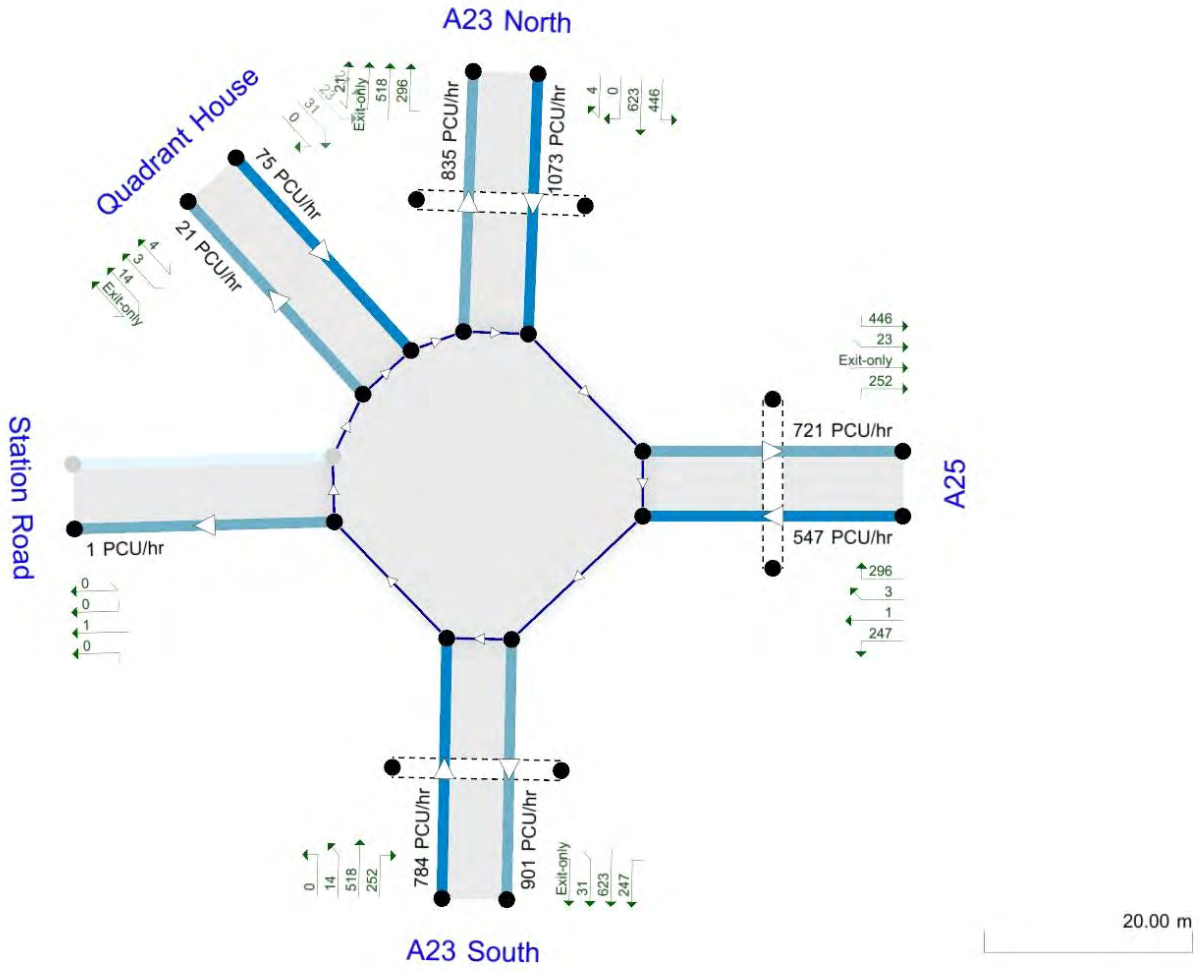
Title	Nutdield Park Junctions
Location	Red Hill Station Roundabout
Site Number	
Date	05/11/2020
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing original traffic demand (PCU/hr).
Time Segment: (17:00-17:15)
Showing Analysis Set "A1 - "; Demand Set "D2 - Commited plus Growth & Development, PM "

The junction diagram reflects the last run of ARCADY.

Commited plus Growth & Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A25 - Pelican/Puffin Details	Pedestrian crossing uses default settings only. Is this correct?
Warning	Pedestrian Crossing	A25 - Pelican/Puffin Details	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	A23 South - Pelican/Puffin Details	Pedestrian crossing uses default settings only. Is this correct?
Warning	Pedestrian Crossing	A23 South - Pelican/Puffin Details	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	A23 North - Pelican/Puffin Details	Pedestrian crossing uses default settings only. Is this correct?
Warning	Pedestrian Crossing	A23 North - Pelican/Puffin Details	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Commited plus Growth & Development, PM	Commited plus Growth & Development	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	untitled	Roundabout	1,2,3,4,5			6.66	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	23	A23 North

Arms

Arms

Name	Arm	Name	Description
A25	1	A25	
A23 South	2	A23 South	
Station Road	3	Station Road	
Quadrant House	4	Quadrant House	
A23 North	5	A23 North	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A25	0.00	99999.00
A23 South	0.00	99999.00
Station Road	0.00	99999.00
Quadrant House	0.00	99999.00
A23 North	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A25	5.80	7.50	7.40	41.00	43.00	75.00	
A23 South	6.00	7.00	6.00	21.50	48.80	68.00	
Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
Quadrant House	6.20	8.00	4.50	6.70	45.40	34.00	
A23 North	5.70	8.00	8.80	21.00	48.80	75.00	

Pedestrian Crossings

Name	Crossing Type
A25	Puffin
A23 South	Puffin
Station Road	None
Quadrant House	None
A23 North	Puffin

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A25	3.00	2.90	1.00	6.00	6.00	7.00	0.00
A23 South	3.00	2.90	1.00	6.00	6.00	7.00	0.00
A23 North	3.00	2.90	1.00	6.00	6.00	7.00	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A25		(calculated)	(calculated)	0.612	1784.943
A23 South		(calculated)	(calculated)	0.587	1756.707
Station Road		(calculated)	(calculated)	Exit-only	Exit-only
Quadrant House		(calculated)	(calculated)	0.629	1882.839
A23 North		(calculated)	(calculated)	0.585	1782.560

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A25	ONE HOUR	✓	547.00	100.000
A23 South	ONE HOUR	✓	784.00	100.000
Station Road	Exit-only	✓	Exit-only	Exit-only
Quadrant House	ONE HOUR	✓	75.00	100.000
A23 North	ONE HOUR	✓	1073.00	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/hr)
A25	ONE HOUR	0.00
A23 South	ONE HOUR	0.00
Station Road	-	-
Quadrant House	-	-
A23 North	ONE HOUR	0.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	**A25**	411.81	411.81		0.00

17:00-17:15	**A23 South**	590.24	590.24		0.00
17:00-17:15	**Station Road**	Exit-only	0.00		
17:00-17:15	**Quadrant House**	56.46	56.46		
17:00-17:15	**A23 North**	807.81	807.81		0.00
17:15-17:30	**A25**	491.74	491.74		0.00
17:15-17:30	**A23 South**	704.80	704.80		0.00
17:15-17:30	**Station Road**	Exit-only	0.00		
17:15-17:30	**Quadrant House**	67.42	67.42		
17:15-17:30	**A23 North**	964.60	964.60		0.00
17:30-17:45	**A25**	602.26	602.26		0.00
17:30-17:45	**A23 South**	863.20	863.20		0.00
17:30-17:45	**Station Road**	Exit-only	0.00		
17:30-17:45	**Quadrant House**	82.58	82.58		
17:30-17:45	**A23 North**	1181.40	1181.40		0.00
17:45-18:00	**A25**	602.26	602.26		0.00
17:45-18:00	**A23 South**	863.20	863.20		0.00
17:45-18:00	**Station Road**	Exit-only	0.00		
17:45-18:00	**Quadrant House**	82.58	82.58		
17:45-18:00	**A23 North**	1181.40	1181.40		0.00
18:00-18:15	**A25**	491.74	491.74		0.00
18:00-18:15	**A23 South**	704.80	704.80		0.00
18:00-18:15	**Station Road**	Exit-only	0.00		
18:00-18:15	**Quadrant House**	67.42	67.42		
18:00-18:15	**A23 North**	964.60	964.60		0.00
18:15-18:30	**A25**	411.81	411.81		0.00
18:15-18:30	**A23 South**	590.24	590.24		0.00
18:15-18:30	**Station Road**	Exit-only	0.00		
18:15-18:30	**Quadrant House**	56.46	56.46		
18:15-18:30	**A23 North**	807.81	807.81		0.00

Turning Proportions

Turning Counts / Proportions (PCU/hr) - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	0.000	247.000	1.000	3.000	296.000
	A23 South	252.000	0.000	0.000	14.000	518.000
	Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	Quadrant House	23.000	31.000	0.000	0.000	21.000
	A23 North	446.000	623.000	0.000	4.000	0.000

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	0.00	0.45	0.00	0.01	0.54
	A23 South	0.32	0.00	0.00	0.02	0.66
	Station Road	0.20	0.20	0.20	0.20	0.20
	Quadrant House	0.31	0.41	0.00	0.00	0.28
	A23 North	0.42	0.58	0.00	0.00	0.00

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	1.000	1.000	1.000	1.000	1.000
	A23 South	1.000	1.000	1.000	1.000	1.000
	Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	Quadrant House	1.000	1.000	1.000	1.000	1.000
	A23 North	1.000	1.000	1.000	1.000	1.000

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - untitled (for whole period)

		To				
		A25	A23 South	Station Road	Quadrant House	A23 North
From	A25	0.0	0.0	0.0	0.0	0.0
	A23 South	0.0	0.0	0.0	0.0	0.0
	Station Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	Quadrant House	0.0	0.0	0.0	0.0	0.0
	A23 North	0.0	0.0	0.0	0.0	0.0

Arm 3 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A25	0.45	4.87	0.81	A
A23 South	0.55	5.16	1.23	A
Station Road	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	0.07	3.39	0.08	A
A23 North	0.75	8.89	2.87	A

Main Results for each time segment

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	411.81	410.28	493.08	0.00	1483.36	0.278	0.38	3.350	A
A23 South	590.24	587.96	228.01	0.00	1622.79	0.364	0.57	3.472	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	56.46	56.29	799.48	0.00	1379.69	0.041	0.04	2.720	A
A23 North	807.81	804.00	229.52	0.00	1648.31	0.490	0.95	4.246	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	491.74	491.17	590.35	0.00	1423.87	0.345	0.52	3.857	A
A23 South	704.80	703.94	272.97	0.00	1596.38	0.442	0.78	4.029	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	67.42	67.37	957.16	0.00	1280.46	0.053	0.06	2.967	A
A23 North	964.60	962.63	274.77	0.00	1621.84	0.595	1.45	5.444	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	602.26	601.14	721.23	0.00	1343.82	0.448	0.80	4.840	A
A23 South	863.20	861.45	334.07	0.00	1560.49	0.553	1.22	5.138	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	82.58	82.49	1171.36	0.00	1145.66	0.072	0.08	3.385	A
A23 North	1181.40	1175.91	336.29	0.00	1585.86	0.745	2.82	8.665	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	602.26	602.24	724.35	0.00	1341.91	0.449	0.81	4.866	A
A23 South	863.20	863.17	334.70	0.00	1560.13	0.553	1.23	5.165	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	82.58	82.58	1173.64	0.00	1144.22	0.072	0.08	3.390	A
A23 North	1181.40	1181.19	336.90	0.00	1585.50	0.745	2.87	8.893	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	491.74	492.85	594.79	0.00	1421.15	0.346	0.53	3.883	A
A23 South	704.80	706.53	273.92	0.00	1595.83	0.442	0.80	4.055	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	67.42	67.51	960.61	0.00	1278.29	0.053	0.06	2.975	A
A23 North	964.60	970.12	275.71	0.00	1621.29	0.595	1.49	5.575	A

Main results: (18:15-18:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A25	411.81	412.39	496.61	0.00	1481.20	0.278	0.39	3.369	A
A23 South	590.24	591.12	229.19	0.00	1622.09	0.364	0.58	3.494	A
Station Road	Exit-only	Exit-only	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
Quadrant House	56.46	56.52	803.73	0.00	1377.02	0.041	0.04	2.725	A
A23 North	807.81	809.89	230.70	0.00	1647.62	0.490	0.97	4.307	A

Appendix T

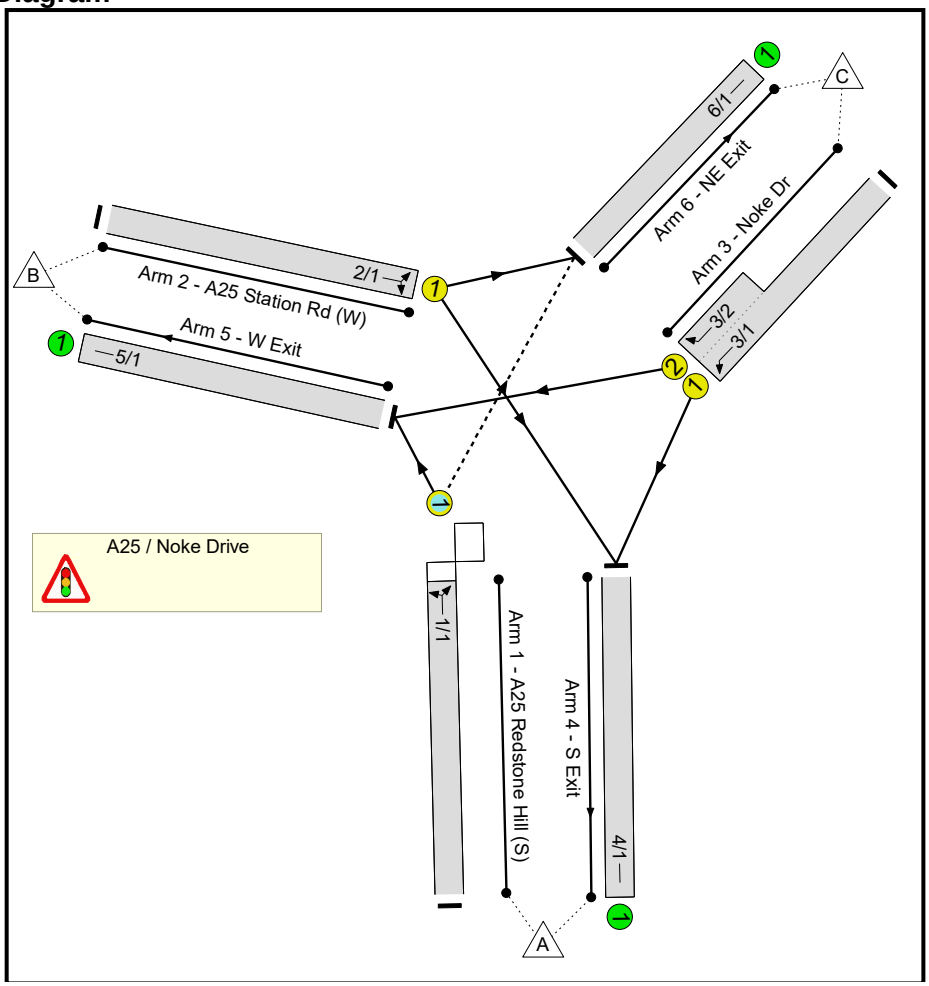
Nokes Road A25 Modelling

Full Input Data And Results

User and Project Details

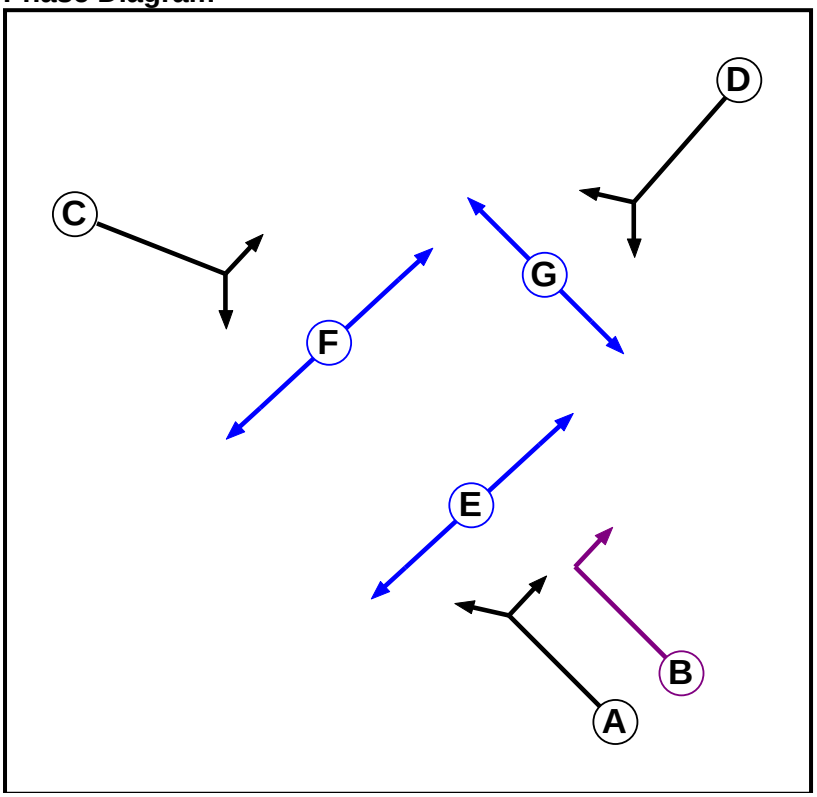
Project:	
Title:	**A25 / Noke Drive**
Location:	
Additional detail:	
File name:	A25_Noke Dr.lsg3x
Author:	al
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	4	4
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

Full Input Data And Results

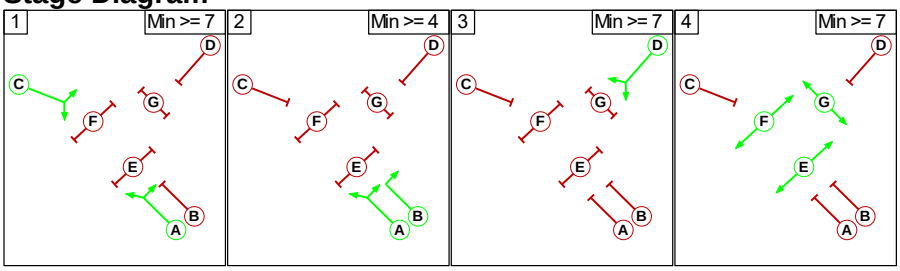
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	-	5	8	8	8
	B	-		6	5	9	9	9
	C	-	5		6	9	9	9
	D	5	5	5		9	9	9
	E	8	8	8	8		-	-
	F	8	8	8	8	-		-
	G	8	8	8	8	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	A B
3	D
4	E F G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		5	6	9
	2	6		5	9
	3	5	5		9
	4	8	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A25 / Noke Drive

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A25 Redstone Hill (S))	6/1 (Right)	1439	0	2/1	1.09	All	3.00	2.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: A25 / Noke Drive

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A25 Redstone Hill (S))	O	A B	2	3	60.0	Geom	-	3.55	0.00	Y	Arm 5 Left Arm 6 Right	30.00 15.00
2/1 (A25 Station Rd (W))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right Arm 6 Left	40.00 15.00
3/1 (Noke Dr)	U	D	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 4 Ahead	30.00
3/2 (Noke Dr)	U	D	2	3	5.0	Geom	-	2.90	0.00	Y	Arm 5 Right	15.00
4/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (NE Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2020 AM Observed'	08:00	09:00	01:00	
2: '2020 PM Observed'	17:00	18:00	01:00	
3: 'Scenario A - AM Base + Growth'	08:00	09:00	01:00	
4: 'Scenario A - PM Base + Growth '	17:00	18:00	01:00	
5: 'Scenario B - AM Base + Growth + Committed + Development'	08:00	09:00	01:00	
6: 'Scenario B - PM Base + Growth + Committed + Development'	17:00	18:00	01:00	

Scenario 1: '1' (FG1: '2020 AM Observed', Plan 1: 'Peds alt no RTIGA')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	486	42	528
	B	325	0	121	446
	C	60	127	0	187
	Tot.	385	613	163	1161

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: A25 / Noke Drive	
1/1	528
2/1	446
3/1 (with short)	187(In) 60(Out)
3/2 (short)	127
4/1	385
5/1	613
6/1	163

Lane Saturation Flows

Junction: A25 / Noke Drive								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A25 Redstone Hill (S))	3.55	0.00	Y	Arm 5 Left	30.00	92.0 %	1869	1869
				Arm 6 Right	15.00	8.0 %		
2/1 (A25 Station Rd (W))	3.25	0.00	Y	Arm 4 Right	40.00	72.9 %	1840	1840
				Arm 6 Left	15.00	27.1 %		
3/1 (Noke Dr)	2.90	0.00	Y	Arm 4 Ahead	30.00	100.0 %	1814	1814
3/2 (Noke Dr)	2.90	0.00	Y	Arm 5 Right	15.00	100.0 %	1732	1732
4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (NE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2' (FG2: '2020 PM Observed', Plan 2: 'Peds 3rd no RTIGA')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	344	33	377
	B	440	0	128	568
	C	26	92	0	118
	Tot.	466	436	161	1063

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: A25 / Noke Drive	
1/1	377
2/1	568
3/1 (with short)	118(In) 26(Out)
3/2 (short)	92
4/1	466
5/1	436
6/1	161

Lane Saturation Flows

Junction: A25 / Noke Drive								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A25 Redstone Hill (S))	3.55	0.00	Y	Arm 5 Left	30.00	91.2 %	1868	1868
				Arm 6 Right	15.00	8.8 %		
2/1 (A25 Station Rd (W))	3.25	0.00	Y	Arm 4 Right	40.00	77.5 %	1845	1845
				Arm 6 Left	15.00	22.5 %		
3/1 (Noke Dr)	2.90	0.00	Y	Arm 4 Ahead	30.00	100.0 %	1814	1814
3/2 (Noke Dr)	2.90	0.00	Y	Arm 5 Right	15.00	100.0 %	1732	1732
4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (NE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '3' (FG3: 'Scenario A - AM Base + Growth', Plan 1: 'Peds alt no RTIGA')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	520	45	565
	B	347	0	129	476
	C	64	136	0	200
	Tot.	411	656	174	1241

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: A25 / Noke Drive	
1/1	565
2/1	476
3/1 (with short)	200(In) 64(Out)
3/2 (short)	136
4/1	411
5/1	656
6/1	174

Lane Saturation Flows

Junction: A25 / Noke Drive								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A25 Redstone Hill (S))	3.55	0.00	Y	Arm 5 Left	30.00	92.0 %	1869	1869
				Arm 6 Right	15.00	8.0 %		
2/1 (A25 Station Rd (W))	3.25	0.00	Y	Arm 4 Right	40.00	72.9 %	1840	1840
				Arm 6 Left	15.00	27.1 %		
3/1 (Noke Dr)	2.90	0.00	Y	Arm 4 Ahead	30.00	100.0 %	1814	1814
3/2 (Noke Dr)	2.90	0.00	Y	Arm 5 Right	15.00	100.0 %	1732	1732
4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (NE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '4' (FG4: 'Scenario A - PM Base + Growth ', Plan 2: 'Peds 3rd no RTIGA')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	372	36	408
	B	475	0	138	613
	C	28	99	0	127
	Tot.	503	471	174	1148

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: A25 / Noke Drive	
1/1	408
2/1	613
3/1 (with short)	127(In) 28(Out)
3/2 (short)	99
4/1	503
5/1	471
6/1	174

Lane Saturation Flows

Junction: A25 / Noke Drive								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A25 Redstone Hill (S))	3.55	0.00	Y	Arm 5 Left	30.00	91.2 %	1868	1868
				Arm 6 Right	15.00	8.8 %		
2/1 (A25 Station Rd (W))	3.25	0.00	Y	Arm 4 Right	40.00	77.5 %	1845	1845
				Arm 6 Left	15.00	22.5 %		
3/1 (Noke Dr)	2.90	0.00	Y	Arm 4 Ahead	30.00	100.0 %	1814	1814
3/2 (Noke Dr)	2.90	0.00	Y	Arm 5 Right	15.00	100.0 %	1732	1732
4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (NE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '5' (FG5: 'Scenario B - AM Base + Growth + Committed + Development', Plan 1: 'Peds alt no RTIGA')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	630	45	675
	B	412	0	129	541
	C	64	136	0	200
	Tot.	476	766	174	1416

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: A25 / Noke Drive	
1/1	675
2/1	541
3/1 (with short)	200(In) 64(Out)
3/2 (short)	136
4/1	476
5/1	766
6/1	174

Lane Saturation Flows

Junction: A25 / Noke Drive								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A25 Redstone Hill (S))	3.55	0.00	Y	Arm 5 Left	30.00	93.3 %	1870	1870
				Arm 6 Right	15.00	6.7 %		
2/1 (A25 Station Rd (W))	3.25	0.00	Y	Arm 4 Right	40.00	76.2 %	1843	1843
				Arm 6 Left	15.00	23.8 %		
3/1 (Noke Dr)	2.90	0.00	Y	Arm 4 Ahead	30.00	100.0 %	1814	1814
3/2 (Noke Dr)	2.90	0.00	Y	Arm 5 Right	15.00	100.0 %	1732	1732
4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (NE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '6' (FG6: 'Scenario B - PM Base + Growth + Committed + Development', Plan 2: 'Peds 3rd no RTIGA')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	447	36	483
	B	581	0	138	719
	C	28	99	0	127
	Tot.	609	546	174	1329

Full Input Data And Results

Traffic Lane Flows

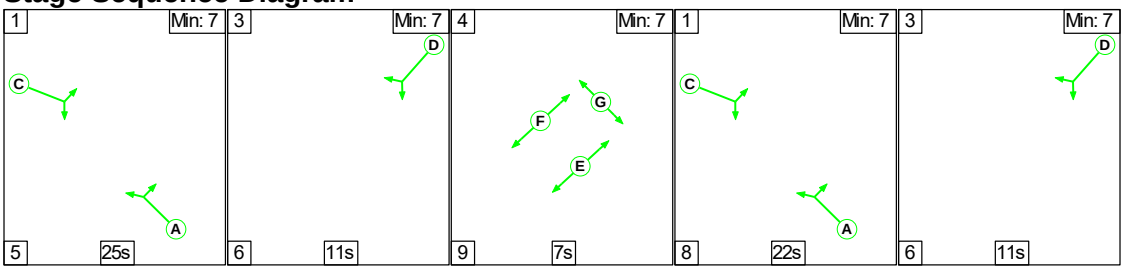
Lane	Scenario 6: 6
Junction: A25 / Noke Drive	
1/1	483
2/1	719
3/1 (with short)	127(In) 28(Out)
3/2 (short)	99
4/1	609
5/1	546
6/1	174

Lane Saturation Flows

Junction: A25 / Noke Drive								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A25 Redstone Hill (S))	3.55	0.00	Y	Arm 5 Left	30.00	92.5 %	1870	1870
				Arm 6 Right	15.00	7.5 %		
2/1 (A25 Station Rd (W))	3.25	0.00	Y	Arm 4 Right	40.00	80.8 %	1849	1849
				Arm 6 Left	15.00	19.2 %		
3/1 (Noke Dr)	2.90	0.00	Y	Arm 4 Ahead	30.00	100.0 %	1814	1814
3/2 (Noke Dr)	2.90	0.00	Y	Arm 5 Right	15.00	100.0 %	1732	1732
4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (NE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '1' (FG1: '2020 AM Observed', Plan 1: 'Peds alt no RTIGA')

Stage Sequence Diagram

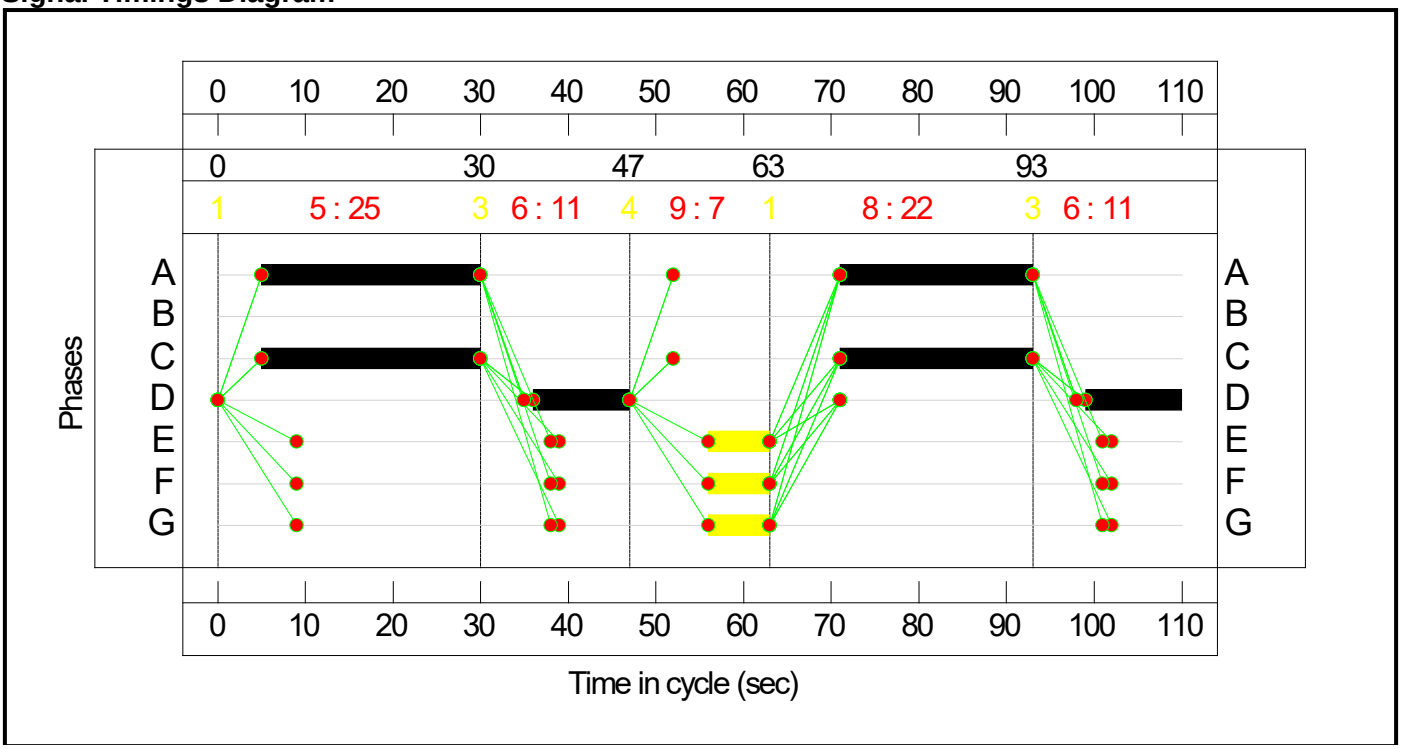


Stage Timings

Stage	1	3	4	1	3
Duration	25	11	7	22	11
Change Point	0	30	47	63	93

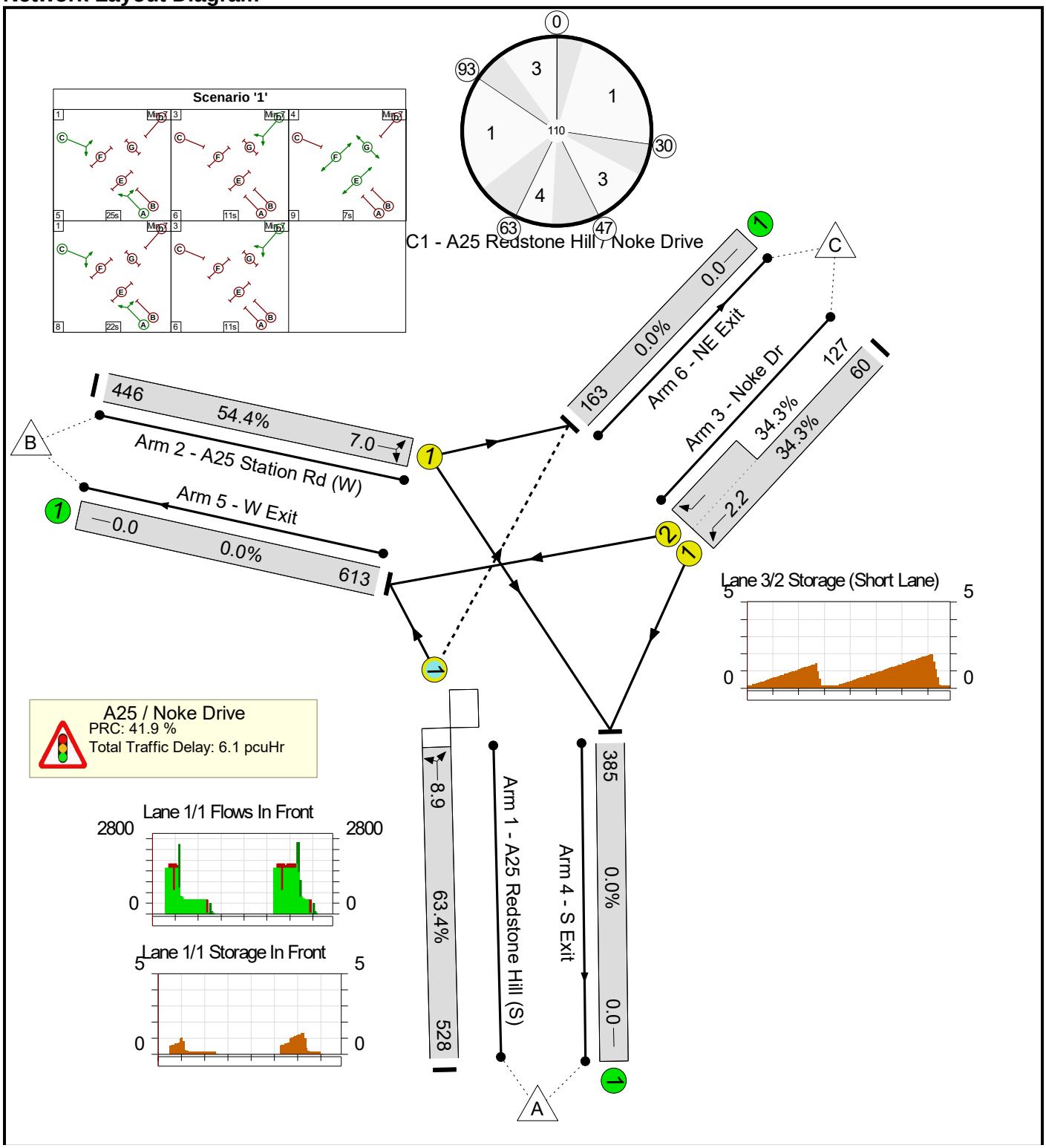
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A25 / Noke Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.4%**
A25 / Noke Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.4%**
1/1	A25 Redstone Hill (S) Left Right	O	N/A	N/A	A	B	2	47	0	528	1869	833	63.4%
2/1	A25 Station Rd (W) Right Left	U	N/A	N/A	C		2	47	-	446	1840	820	54.4%
3/1+3/2	Noke Dr Ahead Right	U	N/A	N/A	D		2	22	-	187	1814:1732	175+371	34.3 : 34.3%
4/1	S Exit	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
5/1	W Exit	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
6/1	NE Exit	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A25 / Noke Drive	**-**	**-**	**41**	**0**	**1**	**4.4**	**1.7**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
A25 / Noke Drive	**-**	**-**	**41**	**0**	**1**	**4.4**	**1.7**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
1/1	528	528	41	0	1	1.9	0.9	0.0	2.8	19.1	8.1	0.9	8.9
2/1	446	446	-	-	-	1.5	0.6	-	2.1	17.1	6.4	0.6	7.0
3/1+3/2	187	187	-	-	-	1.0	0.3	-	1.2 (0.4+0.8)	23.5 (23.0:23.8)	1.9	0.3	2.2
4/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A25 Redstone Hill / Noke Drive

PRC for Signalled Lanes (%): 41.9
PRC Over All Lanes (%): 41.9

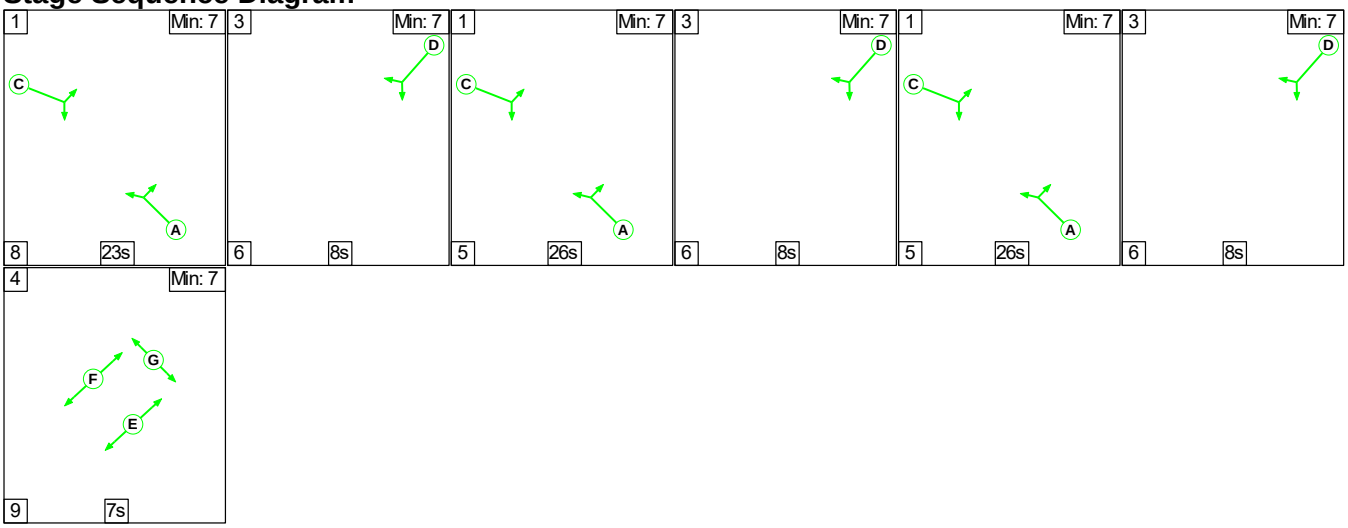
Total Delay for Signalled Lanes (pcuHr): 6.14
Total Delay Over All Lanes(pcuHr): 6.14

Cycle Time (s): 110

Full Input Data And Results

Scenario 2: '2' (FG2: '2020 PM Observed', Plan 2: 'Peds 3rd no RTIGA')

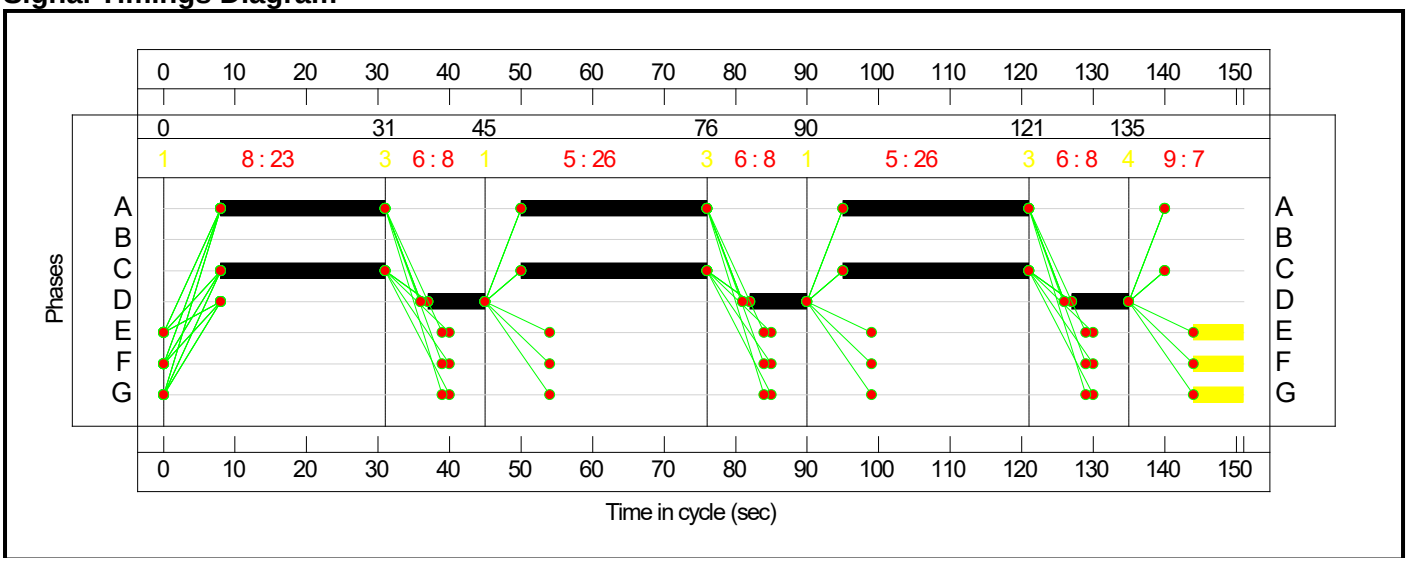
Stage Sequence Diagram



Stage Timings

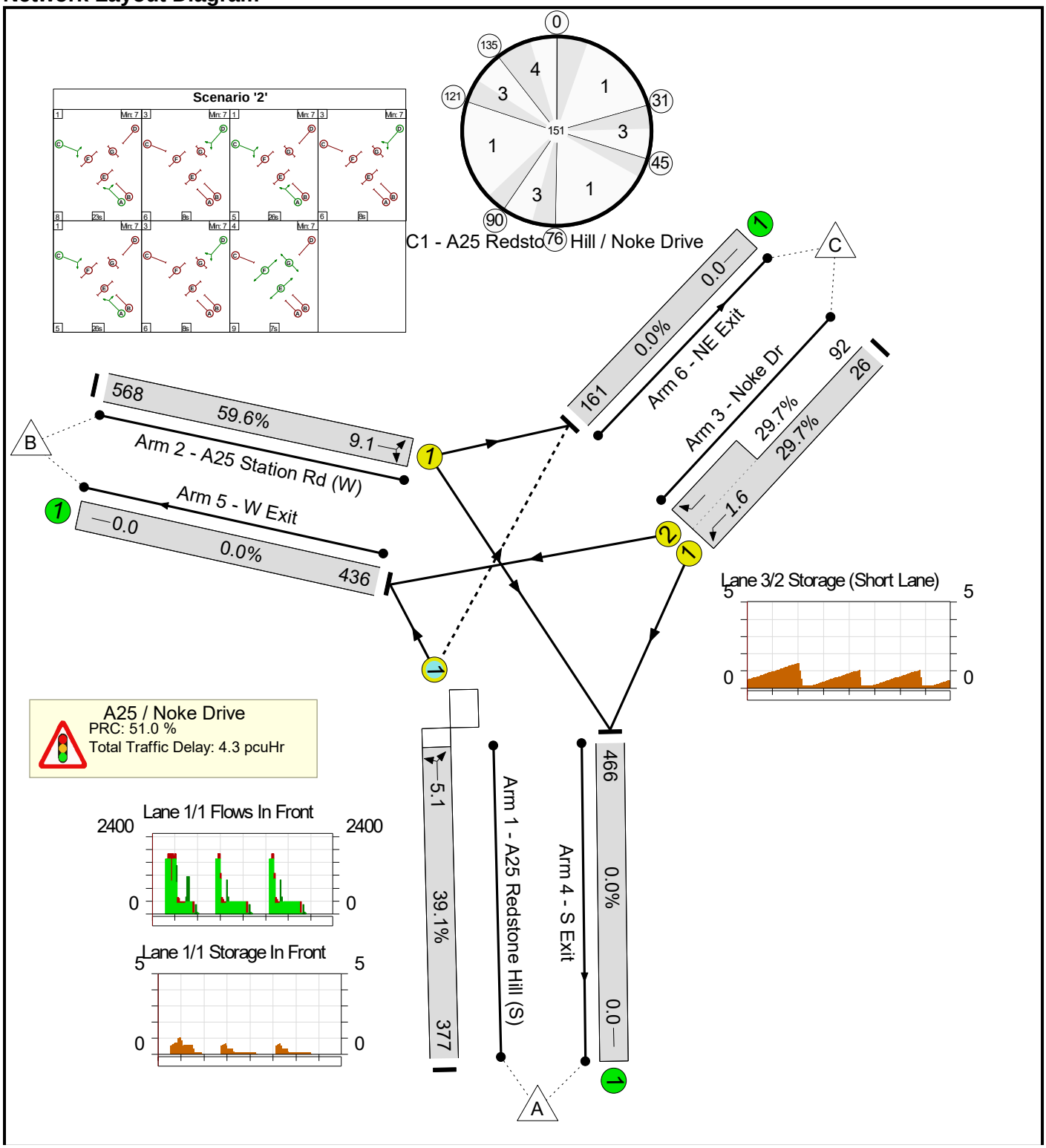
Stage	1	3	1	3	1	3	4
Duration	23	8	26	8	26	8	7
Change Point	0	31	45	76	90	121	135

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A25 / Noke Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.6%**
A25 / Noke Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.6%**
1/1	A25 Redstone Hill (S) Left Right	O	N/A	N/A	A	B	3	75	0	377	1868	965	39.1%
2/1	A25 Station Rd (W) Right Left	U	N/A	N/A	C		3	75	-	568	1845	953	59.6%
3/1+3/2	Noke Dr Ahead Right	U	N/A	N/A	D		3	24	-	118	1814:1732	88+310	29.7 : 29.7%
4/1	S Exit	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
5/1	W Exit	U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
6/1	NE Exit	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A25 / Noke Drive	**-**	**-**	**32**	**0**	**1**	**3.0**	**1.3**	**0.1**	**4.3**	**-**	**-**	**-**	**-**
A25 / Noke Drive	**-**	**-**	**32**	**0**	**1**	**3.0**	**1.3**	**0.1**	**4.3**	**-**	**-**	**-**	**-**
1/1	377	377	32	0	1	0.9	0.3	0.1	1.2	11.9	4.8	0.3	5.1
2/1	568	568	-	-	-	1.5	0.7	-	2.3	14.3	8.4	0.7	9.1
3/1+3/2	118	118	-	-	-	0.6	0.2	-	0.8 (0.2+0.6)	24.8 (24.4:25.0)	1.4	0.2	1.6
4/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A25 Redstone Hill / Noke Drive

PRC for Signalled Lanes (%): 51.0
PRC Over All Lanes (%): 51.0

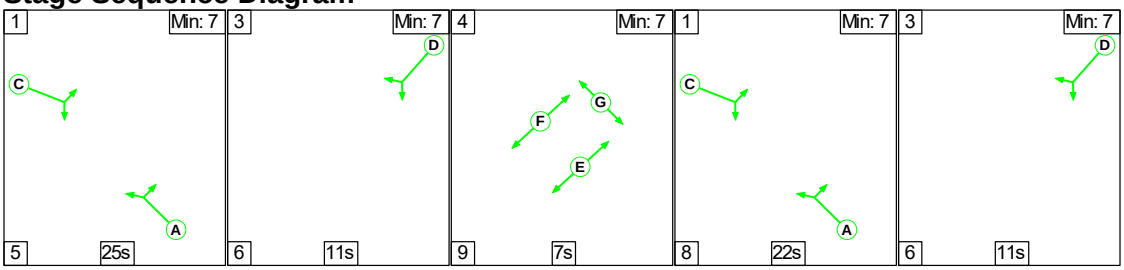
Total Delay for Signalled Lanes (pcuHr): 4.32
Total Delay Over All Lanes(pcuHr): 4.32

Cycle Time (s): 151

Full Input Data And Results

Scenario 3: '3' (FG3: 'Scenario A - AM Base + Growth', Plan 1: 'Peds alt no RTIGA')

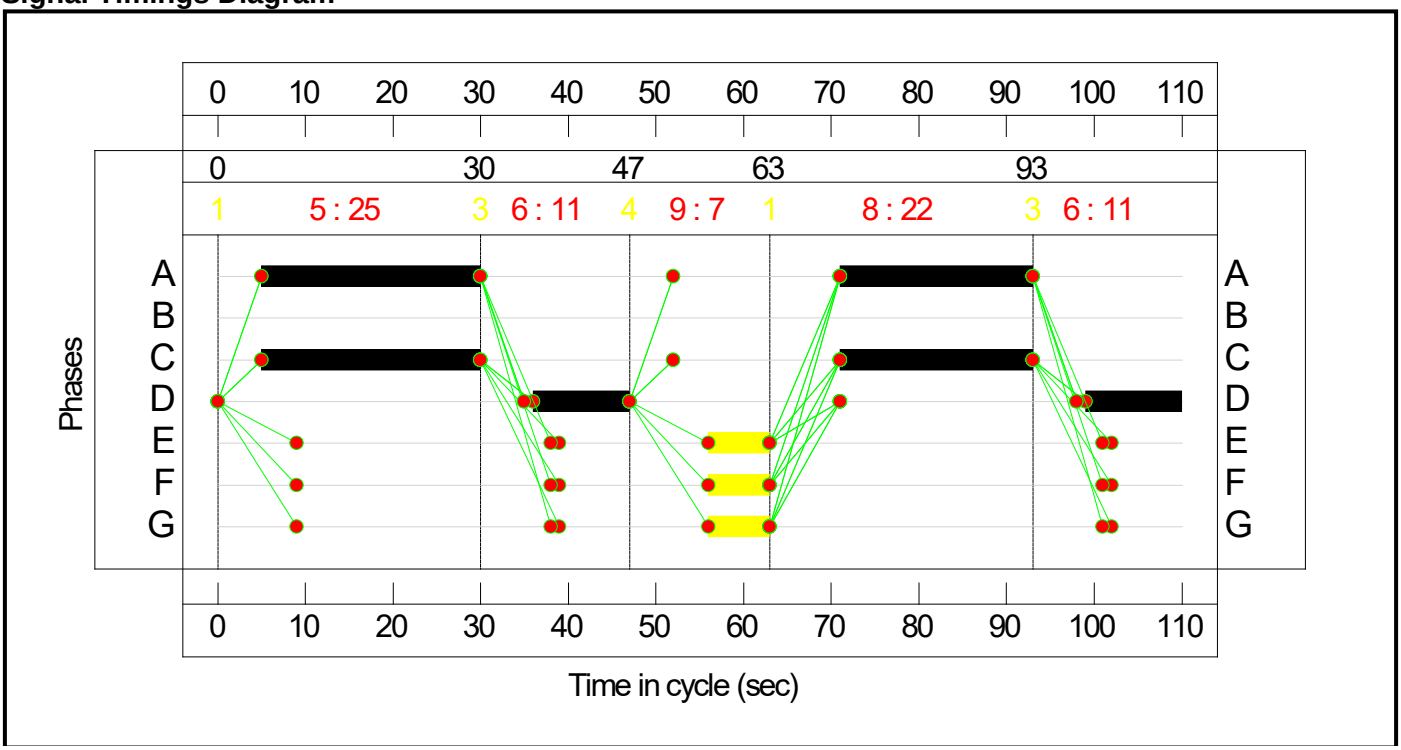
Stage Sequence Diagram



Stage Timings

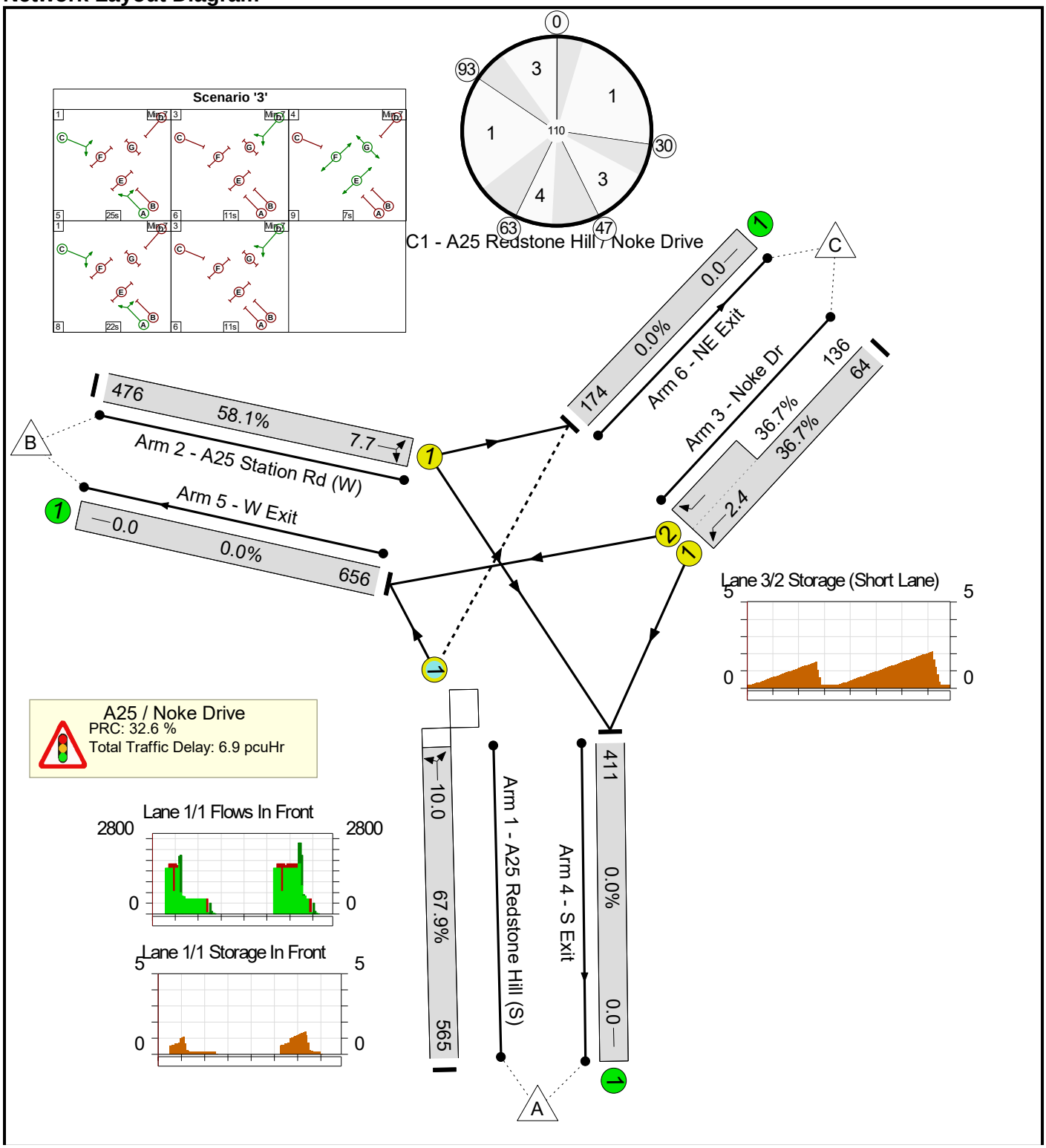
Stage	1	3	4	1	3
Duration	25	11	7	22	11
Change Point	0	30	47	63	93

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A25 / Noke Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.9%**
A25 / Noke Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.9%**
1/1	A25 Redstone Hill (S) Left Right	O	N/A	N/A	A	B	2	47	0	565	1869	833	67.9%
2/1	A25 Station Rd (W) Right Left	U	N/A	N/A	C		2	47	-	476	1840	820	58.1%
3/1+3/2	Noke Dr Ahead Right	U	N/A	N/A	D		2	22	-	200	1814:1732	174+371	36.7 : 36.7%
4/1	S Exit	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
5/1	W Exit	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
6/1	NE Exit	U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A25 / Noke Drive	**-**	**-**	**44**	**0**	**1**	**4.8**	**2.0**	**0.0**	**6.9**	**-**	**-**	**-**	**-**
A25 / Noke Drive	**-**	**-**	**44**	**0**	**1**	**4.8**	**2.0**	**0.0**	**6.9**	**-**	**-**	**-**	**-**
1/1	565	565	44	0	1	2.1	1.0	0.0	3.2	20.3	8.9	1.0	10.0
2/1	476	476	-	-	-	1.7	0.7	-	2.3	17.7	7.0	0.7	7.7
3/1+3/2	200	200	-	-	-	1.0	0.3	-	1.3 (0.4+0.9)	23.8 (23.3:24.1)	2.1	0.3	2.4
4/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A25 Redstone Hill / Noke Drive

PRC for Signalled Lanes (%): 32.6
PRC Over All Lanes (%): 32.6

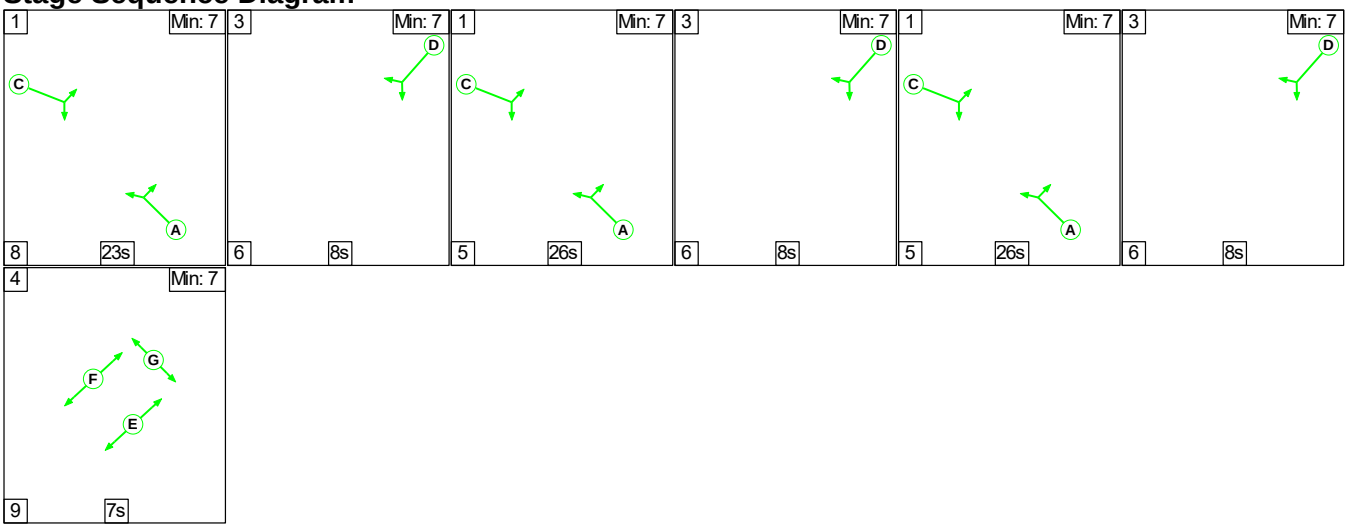
Total Delay for Signalled Lanes (pcuHr): 6.85
Total Delay Over All Lanes(pcuHr): 6.85

Cycle Time (s): 110

Full Input Data And Results

Scenario 4: '4' (FG4: 'Scenario A - PM Base + Growth ', Plan 2: 'Peds 3rd no RTIGA')

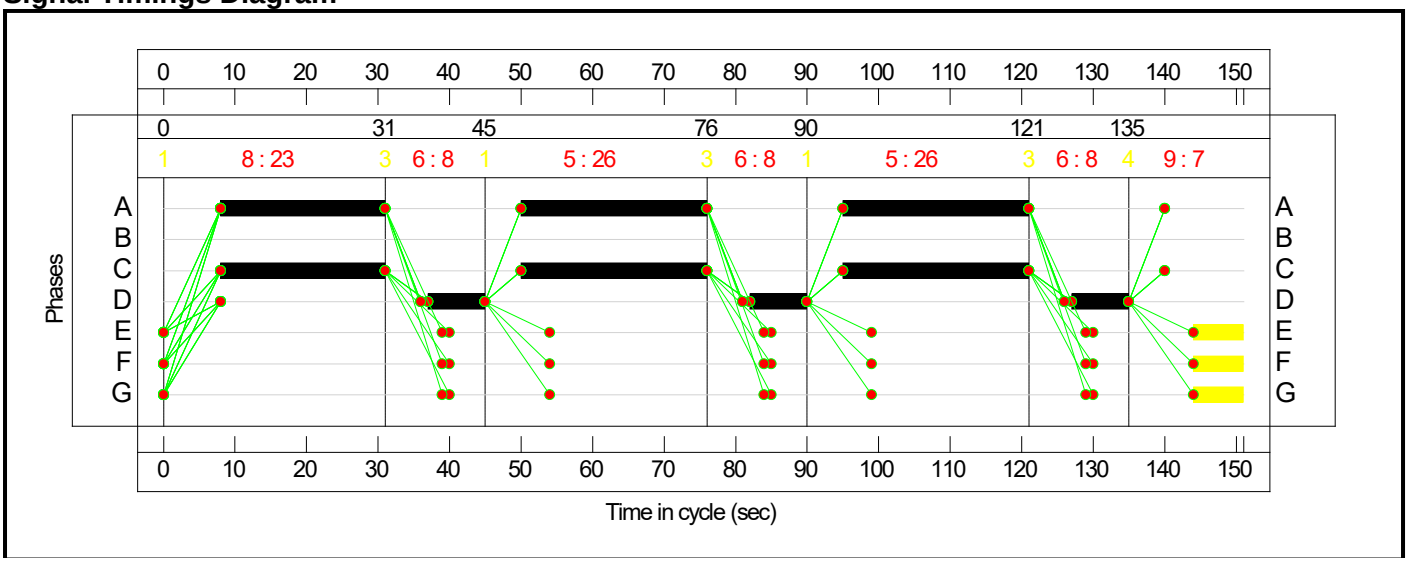
Stage Sequence Diagram



Stage Timings

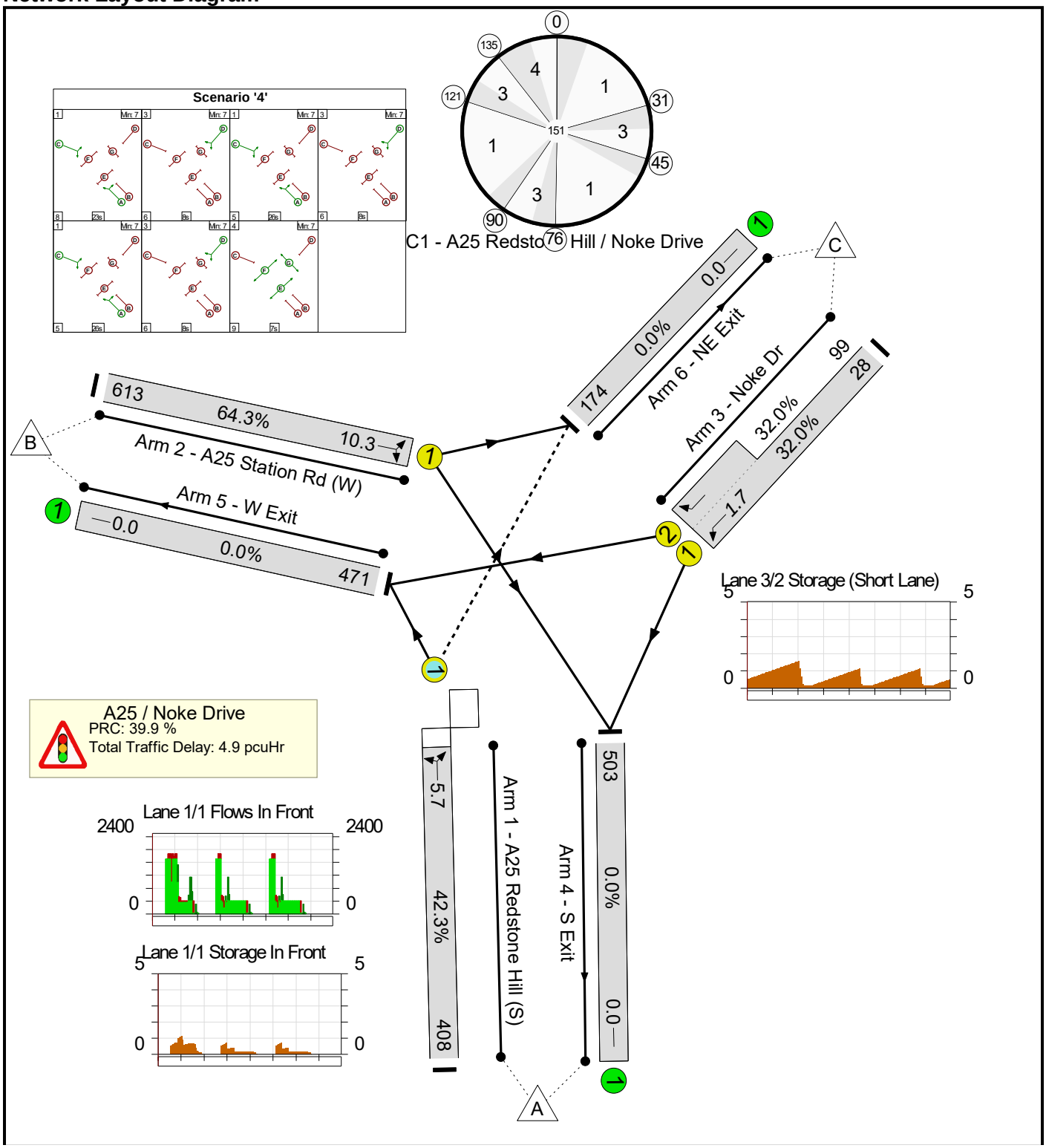
Stage	1	3	1	3	1	3	4
Duration	23	8	26	8	26	8	7
Change Point	0	31	45	76	90	121	135

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A25 / Noke Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.3%**
A25 / Noke Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.3%**
1/1	A25 Redstone Hill (S) Left Right	O	N/A	N/A	A	B	3	75	0	408	1868	965	42.3%
2/1	A25 Station Rd (W) Right Left	U	N/A	N/A	C		3	75	-	613	1845	953	64.3%
3/1+3/2	Noke Dr Ahead Right	U	N/A	N/A	D		3	24	-	127	1814:1732	88+310	32.0 : 32.0%
4/1	S Exit	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
5/1	W Exit	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
6/1	NE Exit	U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A25 / Noke Drive	**-**	**-**	**35**	**0**	**1**	**3.3**	**1.5**	**0.1**	**4.9**	**-**	**-**	**-**	**-**
A25 / Noke Drive	**-**	**-**	**35**	**0**	**1**	**3.3**	**1.5**	**0.1**	**4.9**	**-**	**-**	**-**	**-**
1/1	408	408	35	0	1	1.0	0.4	0.1	1.4	12.4	5.3	0.4	5.7
2/1	613	613	-	-	-	1.7	0.9	-	2.6	15.3	9.4	0.9	10.3
3/1+3/2	127	127	-	-	-	0.7	0.2	-	0.9 (0.2+0.7)	25.1 (24.6:25.3)	1.5	0.2	1.7
4/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A25 Redstone Hill / Noke Drive

PRC for Signalled Lanes (%): 39.9
PRC Over All Lanes (%): 39.9

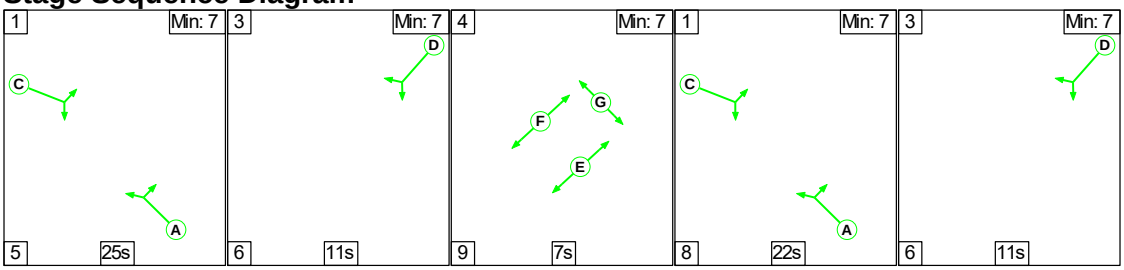
Total Delay for Signalled Lanes (pcuHr): 4.89
Total Delay Over All Lanes(pcuHr): 4.89

Cycle Time (s): 151

Full Input Data And Results

Scenario 5: '5' (FG5: 'Scenario B - AM Base + Growth + Committed + Development', Plan 1: 'Peds alt no RTIGA')

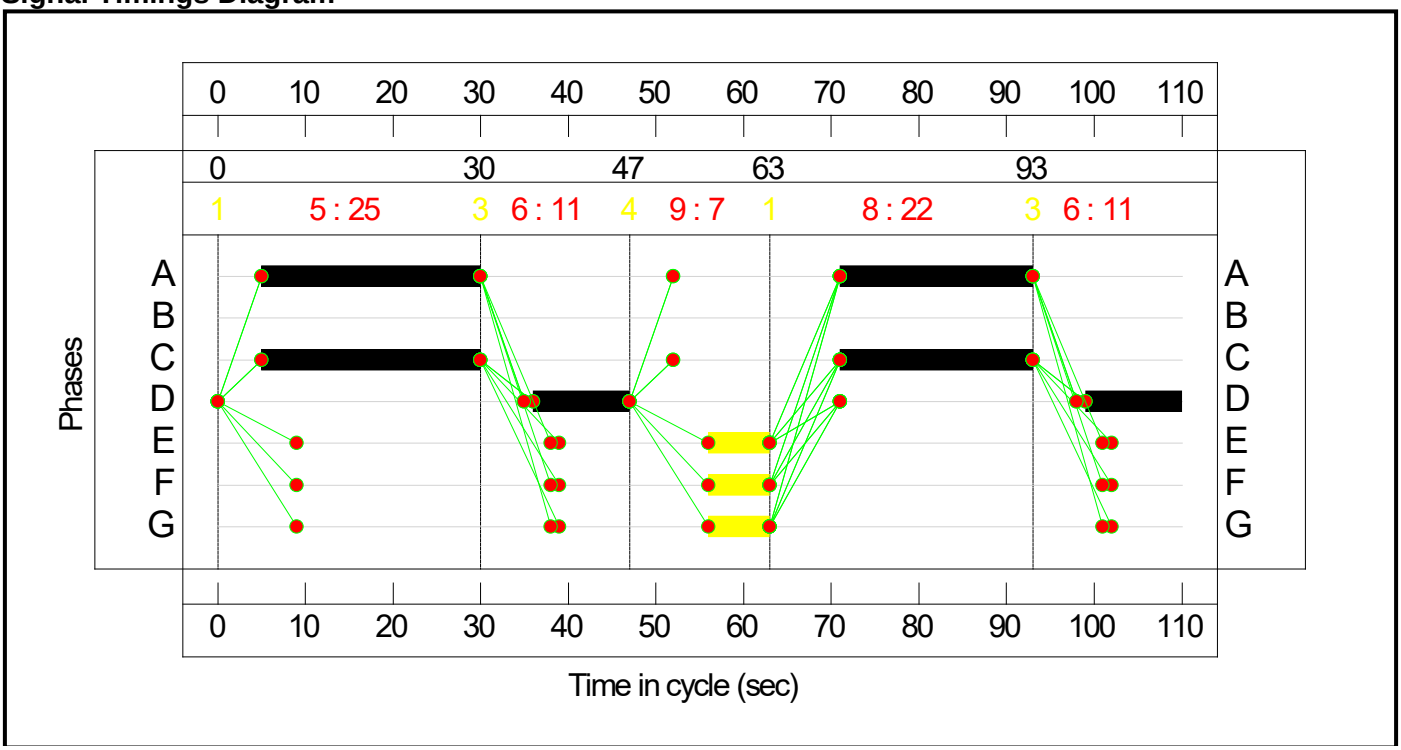
Stage Sequence Diagram



Stage Timings

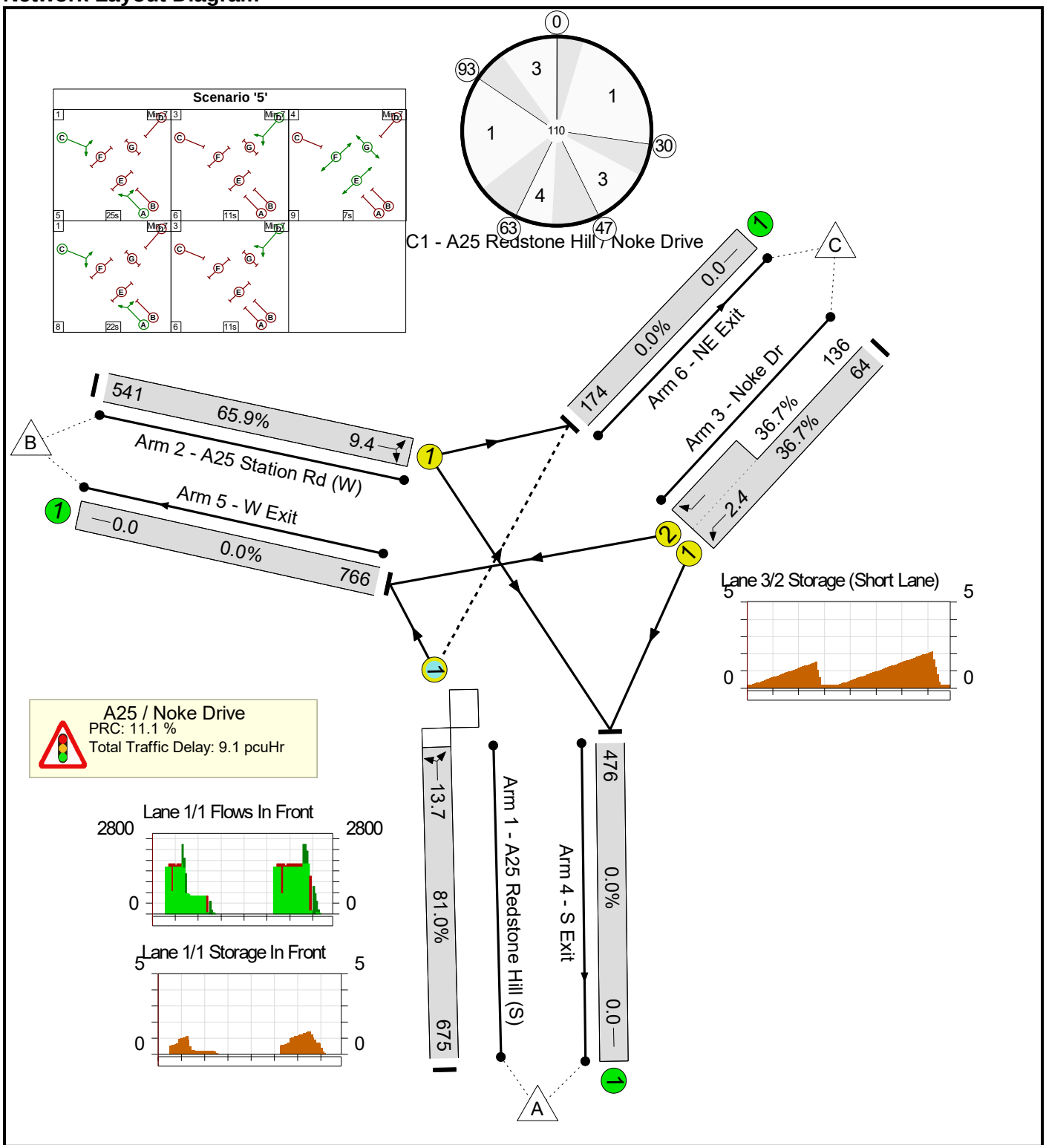
Stage	1	3	4	1	3
Duration	25	11	7	22	11
Change Point	0	30	47	63	93

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A25 / Noke Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**
A25 / Noke Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**
1/1	A25 Redstone Hill (S) Left Right	O	N/A	N/A	A	B	2	47	0	675	1870	833	81.0%
2/1	A25 Station Rd (W) Right Left	U	N/A	N/A	C		2	47	-	541	1843	821	65.9%
3/1+3/2	Noke Dr Ahead Right	U	N/A	N/A	D		2	22	-	200	1814:1732	174+371	36.7 : 36.7%
4/1	S Exit	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
5/1	W Exit	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
6/1	NE Exit	U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A25 / Noke Drive	**-**	**-**	**43**	**0**	**2**	**5.7**	**3.3**	**0.1**	**9.1**	**-**	**-**	**-**	**-**
A25 / Noke Drive	**-**	**-**	**43**	**0**	**2**	**5.7**	**3.3**	**0.1**	**9.1**	**-**	**-**	**-**	**-**
1/1	675	675	43	0	2	2.7	2.1	0.1	4.9	26.0	11.6	2.1	13.7
2/1	541	541	-	-	-	2.0	1.0	-	2.9	19.5	8.4	1.0	9.4
3/1+3/2	200	200	-	-	-	1.0	0.3	-	1.3 (0.4+0.9)	23.8 (23.3:24.1)	2.1	0.3	2.4
4/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A25 Redstone Hill / Noke Drive

PRC for Signalled Lanes (%): 11.1
PRC Over All Lanes (%): 11.1

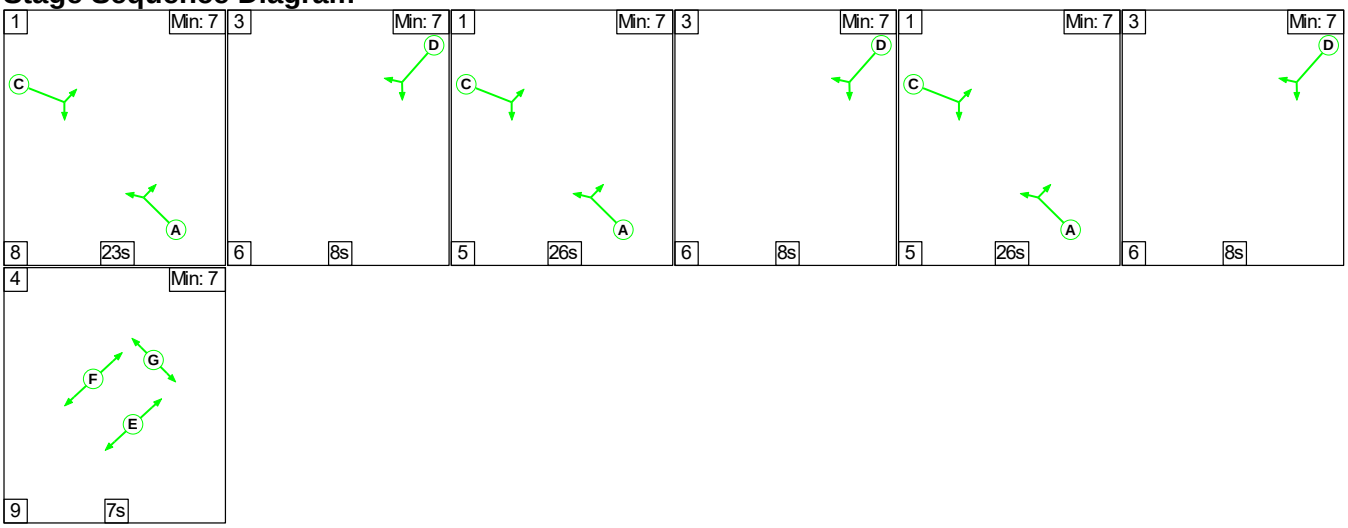
Total Delay for Signalled Lanes (pcuHr): 9.12
Total Delay Over All Lanes(pcuHr): 9.12

Cycle Time (s): 110

Full Input Data And Results

Scenario 6: '6' (FG6: 'Scenario B - PM Base + Growth + Committed + Development', Plan 2: 'Peds 3rd no RTIGA')

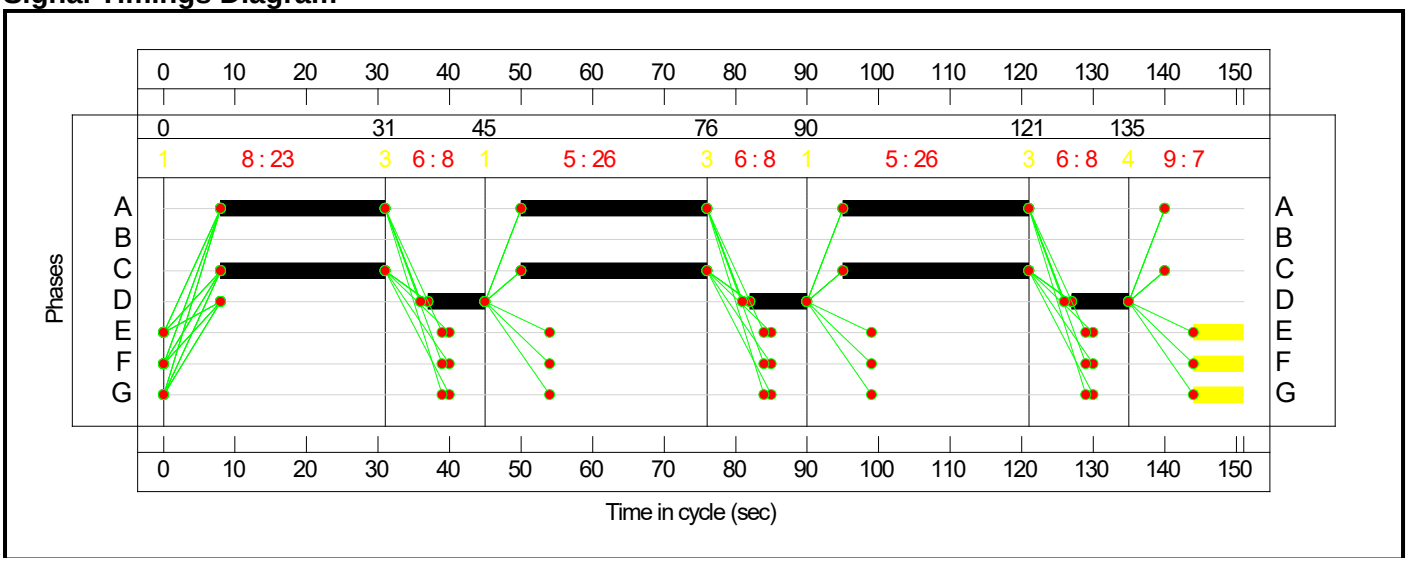
Stage Sequence Diagram



Stage Timings

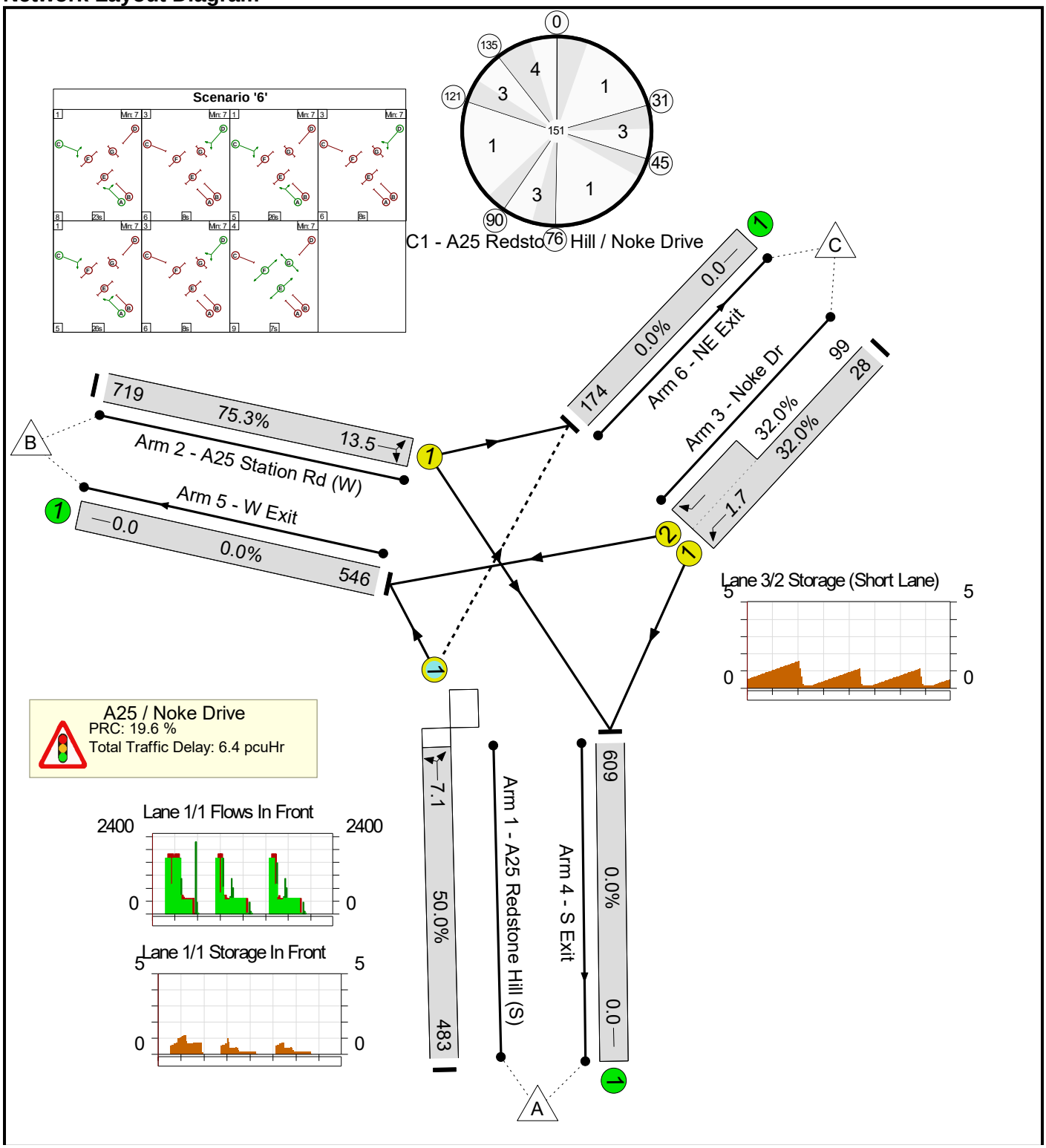
Stage	1	3	1	3	1	3	4
Duration	23	8	26	8	26	8	7
Change Point	0	31	45	76	90	121	135

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A25 / Noke Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.3%**
A25 / Noke Drive	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.3%**
1/1	A25 Redstone Hill (S) Left Right	O	N/A	N/A	A	B	3	75	0	483	1870	966	50.0%
2/1	A25 Station Rd (W) Right Left	U	N/A	N/A	C		3	75	-	719	1849	955	75.3%
3/1+3/2	Noke Dr Ahead Right	U	N/A	N/A	D		3	24	-	127	1814:1732	88+310	32.0 : 32.0%
4/1	S Exit	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
5/1	W Exit	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
6/1	NE Exit	U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A25 / Noke Drive	**-**	**-**	**21**	**0**	**15**	**4.0**	**2.2**	**0.1**	**6.4**	**-**	**-**	**-**	**-**
A25 / Noke Drive	**-**	**-**	**21**	**0**	**15**	**4.0**	**2.2**	**0.1**	**6.4**	**-**	**-**	**-**	**-**
1/1	483	483	21	0	15	1.2	0.5	0.1	1.8	13.4	6.6	0.5	7.1
2/1	719	719	-	-	-	2.2	1.5	-	3.7	18.5	12.0	1.5	13.5
3/1+3/2	127	127	-	-	-	0.7	0.2	-	0.9 (0.2+0.7)	25.1 (24.6:25.3)	1.5	0.2	1.7
4/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A25 Redstone Hill / Noke Drive

PRC for Signalled Lanes (%): 19.6
PRC Over All Lanes (%): 19.6

Total Delay for Signalled Lanes (pcuHr): 6.37
Total Delay Over All Lanes(pcuHr): 6.37

Cycle Time (s): 151

Appendix U

Godstone Triangle Modelling

Scenario 01:	2029 Future Year	S2_Q
Scenario 02:	2029 Future Year + Development	S3_Q

Assessment Criteria:

Criteria 01:	Less than	-10	greater than	-999999
Criteria 02:	Less than	20	greater than	10
Criteria 03:	Less than	30	greater than	20
Criteria 04:	Less than	9999999	greater than	30

Maximum Queue Length (Vehs)

_AM

			07:00:00				08:00:00				09:00:00			
			0700-0800				0800-0900				0900-1000			
Junction	**Junction Arm**	**Approach**	2029 Future Year	2029 Future Year + Development	Diff	Criteria	2029 Future Year	2029 Future Year + Development	Diff	Criteria	2029 Future Year	2029 Future Year + Development	Diff	Criteria
1	Junction 1 Arm A	A25 High Street SB	1	1	1		1	3	1		1	1	1	
1	Junction 2 Arm A	B2236 NWB	3	3	0		11	25	14	2	6	15	9	
1	Junction 3 Arm A	A25 Bletchingley Road NEB	0	2	2		4	3	-1		2	2	0	

_PM

			16:00:00				17:00:00				18:00:00			
			1600-1700				1700-1800				1800-1900			
Junction	**Junction Arm**	**Approach**	2029 Future Year	2029 Future Year + Development	Diff	Criteria	2029 Future Year	2029 Future Year + Development	Diff	Criteria	2029 Future Year	2029 Future Year + Development	Diff	Criteria
1	Junction 1 Arm A	A25 High Street SB	0	1	0		1	1	1		0	0	0	
1	Junction 2 Arm A	B2236 NWB	2	2	0		3	4	1		2	2	0	
1	Junction 3 Arm A	A25 Bletchingley Road NEB	3	4	1		10	28	19	2	4	28	24	3

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